

LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

Volume 5 | Technical Appendices

CFA2 | Camden Town and HS1 Link

Landscape report (LV-001-002)

Landscape and visual assessment

November 2013

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Department
for Transport

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1 Introduction

- 1.1.1 The landscape and visual appendices for the Camden Town and HS1 Link community forum area (CFA2) comprise:
- a summary of engagement with technical stakeholders (Part 1);
 - an environmental baseline report (Part 2);
 - assessment matrices (Part 3);and
 - a schedule of not significant effects (Part 4).
- 1.1.2 Maps referred to throughout the landscape and visual appendix are contained in the Volume 5, Landscape and Visual Assessment Map Book.

Part 1 Engagement with technical stakeholders

1 Introduction

1.1.1 This Section describes engagement that has been undertaken with technical stakeholders in relation to the landscape and visual assessment for CFA2.

Table 1: Stakeholder engagement

Stakeholder	Comment	Response
London Borough of Camden (LBC) August 2012	Authority was sent plans showing proposed viewpoints and details of the Landscape and Visual Assessment methodology. Response on 18 September 2012: overall viewpoints proposed are acceptable with some minor adjustments to locations of proposed photomontage and additional views. Meeting held with the LBC conservation officer on 28 March 2013 to discuss heritage issues.	The additional views selected by Camden are within CFA1 Euston - Station and Approach. At the meeting on 28 March 2013, Camden emphasised the value of the North London Line (NLL) viaduct to the historic character of the area.
London Borough of Islington October 2012	Authority was sent plans showing proposed viewpoints and details of the Landscape and Visual Assessment methodology.	There has been no response to date.
Greater London Authority (GLA) September 2012	Initial meeting with GLA was held 27 September 2012 and email response was received 24 October 2012. Recommendation to follow the full assessment process described in the London View Management Framework (LVMF) 2012 Supplementary Planning Guidance ³ (SPG). Agreed which strategic viewpoints were to be included in the assessment as baseline information and verified photomontages.	Included the following photomontage locations from the protected panoramas from the LVMF: Primrose Hill, Greenwich Park and Blackheath Point in the assessment. Photographs only from Parliament Hill.
Natural England (NE) September 2012	NE responded to initial consultation 25 September 2012. No specific comments were made relating to the London Metropolitan area. NE encourages the Local Authorities to comment on viewpoints in their local communities and landscapes that are important to them.	The London boroughs affected by the scheme and the GLA have been contacted.
Primrose Hill Conservation Area Advisory Committee August 2012	Committee was contacted sent plans showing proposed viewpoints and details of the Landscape and Visual Assessment methodology.	The committee met on 27 September 2012 and the Chair reported no comments on the proposed viewpoint locations.
Regents Park Conservation Area Advisory Committee August 2012	Committee was contacted sent plans showing proposed viewpoints, photomontage locations and details of the Landscape and Visual Assessment methodology. Contacted again on 23 October 2012.	The committee met on 27 September 2012 and the Chair reported no comments on the proposed viewpoint locations.
The Regent's Canal Conservation Area Advisory Committee August 2012	Committee was contacted and sent plans showing proposed viewpoints, photomontage locations and details of the Landscape and Visual Assessment methodology.	The committee met on 27 September 2012 and the Chair reported no comments on the proposed viewpoint locations.
The Royal Parks September 2012	The Royal Parks office was contacted and sent plans showing proposed viewpoints and photomontage locations.	No comments made on the proposed viewpoint locations.

³Mayor of London (2012), *London View Management Framework Supplementary Planning Guidance*.

Part 2 Environmental baseline report

1 Introduction

- 1.1.1 This Section describes the baseline for landscape character areas (LCA) and visual assessment viewpoints located within the Camden Town and HS1 Link study area. A summary of the landscape and visual baseline is provided in Volume 2, CFA Report 2, Camden Town and HS1 Link, Section 9. The LCA maps LV-02-002b to LV-02-004a (Volume 5, Landscape and Visual Assessment Map Book), which are based on an aerial photograph, also help to provide an overview of the character of the area, illustrating the pattern of development, distribution of open spaces and spread of vegetation.
- 1.1.2 This Section is organised as follows:
- information on each LCA identified within the study area, including a description of the area and an analysis of the condition, tranquillity, value and sensitivity of each LCA. These are ordered from south to north along the route of the Proposed Scheme;
 - information on the nature of the existing views towards the Proposed Scheme from identified representative visual assessment viewpoints, during both winter and summer, and day time and night-time where relevant. These are ordered from south to north along the route of the Proposed Scheme; and
 - future baseline conditions are also described.

2 Landscape character assessment

- 2.1.1 The LCA have been determined with reference to a number of published studies, at the national, county and local level. That of relevance to the study area described in the London Landscape Framework² is discussed below:
- 2.1.2 The Proposed Scheme study area lies in the Hampstead Ridge London's Natural Landscape Area 5² which summarises the character of the area as containing (largely) Victorian terraced housing surrounding the historic settlement cores, with prominent rail and road infrastructure and extensive industrial and modern residential development. Open spaces include Wormwood Scrubs, Regent's Park/Primrose Hill, Hampstead Heath and numerous cemeteries.
- 2.1.3 Descriptions of all the LCA identified within the study area are provided below. The LCA are shown on LV-02-002b to LV-02-004a (Volume 5, Landscape and Visual Assessment Map Book). A summary description of the LCA most likely to be affected is included in Volume 2, CFA Report 2, Section 9.
- 2.1.4 Where LCA are located across boundaries between other CFA (i.e. CFA₁ Euston – Station Approach and CFA₃ Primrose Hill to Kilburn (Camden)), the baseline descriptions for these LCA are reported in each CFA section in their entirety.

²Alan Baxter Sheils Flynn (2011), *The London Landscape Framework*, Natural England

King’s Cross Opportunity Area and Post-war Industrial and Commercial LCA

This LCA includes the King’s Cross Opportunity Area, a 54ha (134 acres) area of land that is currently being redeveloped with high rise buildings containing mixed uses including residential, commercial and community. There is extensive rail infrastructure in the character area with the East Coast and Midland Main Lines (ECML and MML) and the NLL on viaduct and partially wooded embankments. The viaducts date from the 19th century to the present day; the modern concrete viaducts are utilitarian in character with overhead line equipment and metal guard rails clearly in view. There are industrial and commercial estates of post-war two and three storey steel-clad sheds east and west of York Way and east of Camley Street. The sheds are surrounded by areas of hardstanding for parking and unloading. Uses include warehousing, distribution, car repairs and light industry. East of the HS1-HS2 Link portal there is an area of post war, two to six storey flats, maisonettes and houses, with 19th century terraced housing on Gifford Street and a park - Bingfield Open Space. There are street trees throughout the area and trees in back gardens and in the communal spaces around buildings. The well-vegetated embankments south of the Maiden Lane Estate form part of the NLL at York Way Site of Nature Conservation Interest (SNCI).

Landscape condition

The buildings and their surroundings in the character area are reasonably maintained for their purpose but there are skips, empty pallets, closed bags of rubbish and redundant equipment lying outside the industrial units. Fences tend to be in poor repair and there are instances of fly tipping in the area. There is little planted vegetation and the self-sown vegetation is largely unmaintained. The overall landscape condition is poor.

Tranquillity

There is constant road and rail traffic through the area. The King’s Cross Opportunity Area is partly under construction. Hence overall, the area has a low tranquillity.

Landscape value

The area has limited landscape value due to the industrial and transport use, the low quality of the public realm and the lack of characteristic features and valued components.

Sensitivity

Due to the poor condition, low tranquillity and limited value of the landscape character area, it has a low sensitivity to change.

Figure 1: King’s Cross Opportunity Area and Post-war Industrial and Commercial LCA Date taken: 25 June 2012. Nikon D3200 35mm lens



Camden Post-war Residential LCA

This area lies between Camden Road and Camley Street. It has been extensively redeveloped for residential use since 1945 in a variety of styles and housing types. Streets tend to be wide (for the area) and there are street trees in the footways. The area is at relatively low density for its inner city location. The triangular area south of Barker Drive contains two and three storey semi-detached houses and terraces and a few blocks of four storey flats. The buildings are in yellow and red brick and parking is often in front gardens. North of the NLL and south of Agar Grove, on the Agar Grove Estate, there are four storey flats, in yellow brick, with one residential tower block. The flats are set in communal gardens. The Maiden Lane Estate between St Paul's Mews and the London Overground line was the last in a series of housing projects planned by architects of the Department of Architecture at the LBC in a Modernist style. It consists of two-storey terraced houses and three and four-storey apartment buildings arranged around open spaces. The construction and materials used include a mix of concrete, plaster, timber and translucent glass for balustrades. Between Wilmot Place and Agar Grove there is an area of post-war residential development, mainly four to eight storey flats in yellow brick. The flats are set in communal landscapes of grass and trees.

Landscape condition

The character area is generally well maintained: the streets are clean and most of the housing stock is in good repair. The open space surrounding the residential blocks is reasonably well maintained. The overall landscape condition is fair.

Tranquillity

There is constant through traffic on the main road such as Agar Grove and Camden Road. The residential streets receive the level of traffic to be expected in an inner city area. Hence overall, the area has a low tranquillity.

Landscape value

The area is largely residential, it does not include any conservation areas and hence the landscape is of local value.

Sensitivity

Due to the fair condition, low tranquillity and local value of the landscape character area, it has a medium sensitivity to change.

Figure 2: Camden Post-war Residential LCA Date taken: 25 June 2012. Nikon D3200 35mm lens



The Regent’s Canal LCA

The Regent’s Canal is part of the Grand Union Canal and runs through the entire CFA. The conservation area appraisal for the Regent’s Canal Conservation Area³ describes its character: ‘*The special character of the area is largely derived from the almost hidden nature of the canal. The surrounding townscape largely turns its back on the canal creating a tranquil space distinct from the business of the surrounding city. This character has in part arisen from the topography of the canal located as it is in shallow cuttings along part of its length and partly as a result of canal side development forming an effective barrier, cutting off views towards the canal.*’ The canal side supports trees and shrubs which soften the hard edges formed by the retaining walls to the canal corridor. The informality of the planting complements the picturesque nature of the space. It is a continuous space but is not perceived as such because of the twisting route the canal takes. Views are limited by the bends and bridges that cross the canal but become more open at Hawley Wharf, where the canal is no longer in cutting and the tow path is nearer to surrounding ground levels. The retaining walls, towpath and lock sides are largely constructed in granite setts and blue engineering bricks. There are a number of attractive Victorian bridges over the canal such as the Grade II listed Hampstead Road Bridge dating from 1876. The urban grain becomes less fine west of the Kentish Town Road Bridge with architect Nicholas Grimshaw’s high-tech canal side terrace and Jestico and Whiles’ equally contemporary housing scheme opposite.

Landscape condition

The canal, the towpath and the associated structures and buildings have been restored over the years and are generally well maintained. There are occasional incidents of litter along the towpath. The overall landscape condition is good.

Tranquillity

The surrounding areas are busy and the tow path is well used by cyclists and pedestrians but it has a secluded feel for most of its length. Hence this area has a medium tranquillity.

Landscape value

The area is designated as a conservation area and hence it is of borough landscape value.

Sensitivity

The canal corridor has many components that are not easily substituted or replaced. This, combined with the good condition, medium tranquillity and borough value of the landscape character area, gives it a high sensitivity to change.

Figure 3: The Regent’s Canal LCA Date taken: 25 June 2012. Nikon D3200 35mm lens



³ London Borough of Camden (2008), *Regent’s Canal Conservation Area Appraisal and Management Strategy*, London

Camden Road Station, the Viaduct and 19th Century Residential LCA

The LCA includes two conservation areas: Camden Broadway⁴ and Jeffrey’s Street⁵. The NLL runs on viaduct through the area, fitting tightly into the urban fabric; it has a strong influence on the urban character of the area. The massive brick viaduct, arches, bridges and supporting iron columns under the bridges at Randolph Street and Camden Road bridge contribute to the area’s distinctive sense of place. Camden Road Station is a Grade II listed building. There is a mix of commercial and residential uses on the main roads, with flats above shops. These areas are lively with much traffic and crowded pavements. The residential streets are quieter and have a secluded character, provided by the three and four storey London brick terraces that line them. Four busy roads cross the area. The distinctive lettering on the bridges at Camden Road makes them a local landmark. Camden Gardens, a protected London Square, provides the only open space in the LCA. There are few street trees.

Landscape condition

The character area is largely well maintained, with a small number of neglected areas. There is a similar variation in the maintenance of housing stock. The overall landscape condition is fair.

Tranquillity

There is constant road and rail traffic through the area. The residential streets receive the level of traffic to be expected in an inner city area, but those away from the main roads feel more secluded and experience lower levels of pedestrian and vehicle traffic. Overall the area has a low tranquillity.

Landscape value

Most of the area is designated as a conservation area and hence it is of borough landscape value.

Sensitivity

Camden Station is a listed building and has experienced relatively few changes to its fabric. The station and many of the other components that contribute to the character of the area around will not easily be substituted or replaced. This, combined with the fair condition, low tranquillity and borough value of the LCA, gives it a high sensitivity to change.

Figure 4: Camden Road Station, the Viaduct and 19th Century Residential LCA Date taken: 25 June 2012. Nikon D3200 35mm lens



⁴ London Borough of Camden (2009), *Camden Broadway, Conservation Area Appraisal and Management Strategy*, London

⁵ London Borough of Camden (2003), *Jeffrey’s Street, Conservation Area Statement*, London.

Camden Town Settlement Core LCA

The LCA includes the area between Bayham Street, the Regent's Canal, the A503 Camden Road and Plender Street. The buildings are mainly Victorian terraces, laid out on a regular grid pattern. They are generally three to four storeys in height; a few properties possess small front gardens or railed 'areas' which allow light to basement rooms. Parking is on the street at the front of properties. There are areas of 20th century redevelopment in the LCA which detract from landscape character but the predominant architectural style of the buildings is similar to that of the Euston East Victorian residential LCA discussed below; streets are generally narrower, which creates a stronger sense of enclosure. There are few street trees in the area, which, together with the limited vegetation in front gardens, gives the LCA a distinctly inner city character.

Landscape condition

Buildings and streets are relatively well-maintained. Trees and any areas of vegetation appear generally well-kept. Therefore, the overall landscape condition is fair.

Tranquillity

Camden Street is the busiest road in the character area. The residential streets receive the level of traffic to be expected in an inner city area but those away from the main roads feel more secluded and experience lower levels of pedestrian and vehicle traffic. Overall the area has a low tranquillity.

Landscape value

The LCA includes a small part of the Regent's Canal Conservation Area but it shares few of the historic characteristics of the conservation area and hence the landscape is of local value.

Sensitivity

The 20th century development in the LCA and other components that contribute to the character of the area could be substituted or replaced. This, combined with the fair condition, low tranquillity and local landscape value, gives this character area a medium sensitivity to change.

Figure 5: Camden Town Settlement Core LCA Date taken 31 July 2012. Nikon D3200 35mm lens



Camden Town Commercial Area LCA

The LCA includes the area east and west of Camden High Street, north of Parkway and south of the Regent's Canal. The urban grain varies with terraced housing in the south of the LCA and larger commercial and industrial buildings towards the north. Buildings date from the 19th to the 20th century, with predominantly commercial uses at street level including shops, cafés and restaurants, and residential accommodation above. It is a vibrant area, with a lively atmosphere and good pedestrian connectivity. Streets are relatively wide and properties are generally three to four storeys high. Vegetation within this area is very limited, with occasional street trees.

Landscape condition

Maintenance of the landscape features is variable across the character area but is generally well maintained. The overall landscape condition is fair.

Tranquillity

There is constant pedestrian and vehicle movement through the area, especially on the main roads. The residential streets feel more secluded and experience lower levels of pedestrian and vehicle traffic, but overall the area has a low tranquillity.

Landscape value

As the LCA includes part of the Camden Town Conservation Area⁶, it is of borough landscape value.

Sensitivity

The 20th century development in the LCA and other components that contribute to the character of the area could be substituted or replaced. This, combined with the low level of tranquillity, fair condition and borough landscape value gives this character area a medium sensitivity to change.

Figure 6: Camden Town Commercial Area LCA Date taken 31 July 2012. Nikon D3200 35mm lens



⁶ London Borough of Camden (2007), *Camden Town Conservation Area Appraisal and Management Strategy*, London.

Euston East Victorian Residential LCA

The LCA is east of the West Coast Main Line (WCML) and in two parts. One includes the area between Mornington Crescent and Arlington Road. The other includes the residential area around Oval Road and Gloucester Crescent. The buildings consist of Victorian terraces, mainly laid out in a regular linear pattern and in perimeter blocks. They are generally three to four storeys in height with small front gardens, often planted. All of the streets within the character area are lined with mature trees, which together with the fine architectural quality of the built form give the LCA a distinctive sense of place. Streets are relatively wide and well-proportioned to the height of the buildings. Parking throughout the character area is mainly on-street.

Landscape condition

The buildings and streets are well-maintained and trees and gardens are well-kept. The overall landscape condition is good.

Tranquillity

Streets within the character area are generally quiet during the daytime and vehicle traffic within the area is relatively slow moving, apart from along the A503, Delancey Street, which is busier. The trains in the WCML corridor contribute to activity in the parts of the character area which border the railway line. The overall tranquillity of the area is low.

Landscape value

Most of the area is in the Camden Town Conservation Area and hence it is of borough landscape value.

Sensitivity

Due to good condition, low tranquillity and borough landscape value of the LCA, it has a high sensitivity to change.

Figure 7: Euston East Victorian Residential LCA Date taken 29 June 2012. Nikon D3200 35mm lens



Camden Markets LCA

The character area includes the Camden markets and the area between Kentish Town Road, the Regent's Canal, Hawley Road and Hartland Road. The LCA lies partly within the Regent's Canal Conservation Area. The NLL runs through the area on a substantial brick viaduct which splits west of Kentish Town Road: the Kentish Town Viaduct goes north and the Chalk Farm Viaduct continues west to Primrose Hill. The arches under the viaduct and the land in between are in industrial use. The viaduct contributes to the historic urban character and strong sense of place of the LCA. The bridge over Camden High Street is a local landmark. There are three markets at Camden Lock: one of these, Camden Stables Market, is in a Grade II listed building, originally a Victorian stables and horse hospital. The area is a popular tourist destination and is a focus of high levels of pedestrian activity by day and night: it has a lively, bohemian atmosphere. The character of the high street is eclectic, with oversized signage and art work on the 19th century shop fronts. East of the NLL is largely residential with a mixture of 19th and 20th century two and three storey terraced houses and flats set in communal landscapes. The Castlehaven/Hawley Street open space is the main public park. The small scale of the urban grain results in good pedestrian connectivity, although Camden High Street and Chalk Farm Road are busy through routes.

Landscape condition

The character area is relatively well maintained but the large number of fast food outlets and visitors in the area make maintenance difficult. There is a wide variation in the quality of maintenance of the building stock. The overall landscape condition is fair.

Tranquillity

There is constant road and rail traffic through the area. There are large numbers of visitors in the area by day and night. Hence the area has a low tranquillity.

Landscape value

The area is partly in the Regent's Canal Conservation Area and hence it is of borough landscape value.

Sensitivity

The distinctive atmosphere of the markets, the unusual mix of businesses and other uses and the good pedestrian connectivity combine to give the character area a strong sense of place that is not easily replaced. This, combined with the fair condition, low tranquillity and borough value of the character area, gives it a high sensitivity to change.

Figure 8: Camden Markets LCA Date taken 25 June 2012. Nikon D3200 35mm lens



The Roundhouse and Chalk Farm Road LCA

The LCA includes the area between the WCML railway corridor, the Regent's Canal, Chalk Farm Road and Regent's Park Road. It includes part of the Regent's Canal Conservation Area. The LCA is dominated by transport infrastructure: the WCML and the Euston to Watford Line join the freight line west of Juniper Crescent in a wide cutting which also includes the remaining buildings of the former Primrose Hill Station and an area of vacant railway land. The freight line descends from the viaduct east of Juniper Crescent and is in cutting by the time it reaches the former station. The scale of the urban form changes around Chalk Farm Road: a single storey supermarket and large surface level car park, a petrol station and a modern housing development on Juniper Crescent give the area a more suburban character. The Roundhouse, a Grade II* listed former engine shed built in 1847 and now a performance space, is a local landmark but its original setting has been eroded through 20th century redevelopment.

Landscape condition

Some streets are well maintained while other, busier, streets are in less good condition with litter, cracked pavements and an uncoordinated variety of street furniture. There is a similar variation in the maintenance of the building stock. The overall landscape condition is fair.

Tranquillity

There is constant road and rail traffic through the area. Hence the area has a low tranquillity.

Landscape value

Although the LCA includes part of the Regent's Canal Conservation Area it shares few of the historic characteristics and hence the landscape is of local value.

Sensitivity

The modern development in the LCA and other components that contribute to the character of the area could be substituted or replaced. This, combined with the fair condition, low tranquillity and local landscape value, gives this character area a medium sensitivity to change.

Figure 9: The Roundhouse and Chalk Farm Road LCA Date taken 25 June 2012. Nikon D3200 35mm lens (stitched panorama)



3 Visual baseline

- 3.1.1 Descriptions of the identified representative viewpoints are provided below. The viewpoints are shown on Maps LV-07-002 to LV-07-004 and LV-08-002 to LV-08-004 (Volume 5, Landscape and Visual Assessment Map Book). The protected panoramas defined in the LVMF⁷ are shown on Maps LV-05-02 (Volume 5, Landscape and Visual Assessment Map Book). For each viewpoint, the first part of the baseline description relates to the view during winter, the second part relates to the summer view for viewpoints considered in the operational assessment and, where relevant, the third part relates to the view at night-time.
- 3.1.2 Photographs have been included to represent the view from visual receptors during winter and, where relevant, summer. For some visual receptors, no appropriate location from which to capture a representative photograph of the view was available, therefore no photograph has been included and the assessment has been undertaken based on professional judgement.
- 3.1.3 The number identifies the viewpoint locations which are shown on Maps LV-07-002 to LV-07-004 and LV-08-002 to LV-08-004 (Volume 5, Landscape and Visual Assessment Map Book). In each case, the middle number (xxx.x.xxx) identifies the type of receptor as described below:
1. protected views - these relate to those viewpoints, panoramas and viewing corridors that have been designated by the LBC and are listed in the London View Management Framework (2012) Greater London Authority. Protected views have a high sensitivity to change;
 2. residential views - these have a high sensitivity to change, as attention is often focused on the landscape surrounding the property, rather than on another focused activity (as will be the case in predominantly employment or industrial areas)'
 3. recreational views - these receptors (apart from those engaged in active sports) generally have a high sensitivity to change, as attention is focused on enjoyment of the landscape. Tourists engaged in activities whereby attention is focused on the surrounding landscape or townscape also have a high sensitivity to change;
 4. transport views - travel through an area is often the means by which the greatest numbers of people view the landscape. Because of the glimpsed nature of the view from trains or vehicles, people travelling through an area on main roads have a low sensitivity to change. People travelling through urban areas (including pedestrians where the focus is not in recreation) generally have a low sensitivity to change although in residential and conservation areas this increases to medium;
 5. hotels and healthcare institutions - people staying in hotels and healthcare institutions have periods of time when their attention may be focused on the landscape, whilst at other times attention is more likely to be focused on other activities. Based on the level of interaction with the surrounding landscape, these receptors have a medium sensitivity to change;
 6. employment - people at work and within educational institutions are the least sensitive receptors, as their attention is likely to be focused on their work activity. These receptors have a low sensitivity to change; and
 7. active sports - people engaged in active sports have a low sensitivity to change as their attention is likely to be focused on their activity.

⁷Mayor of London (2012), *London View Management Framework Supplementary Planning Guidance*.

Viewpoint LVMF 2A.1 Parliament Hill: the summit – looking toward St Paul’s Cathedral

This viewpoint is a protected London panorama as defined in the LVMF from Parliament Hill towards St Paul’s Cathedral, only a single winter photograph has been captured.

Winter
The following description is taken from the London View Management ⁸ :
'The topography of London (illustrated in Figure 10) frames the silhouette of London. A number of prominent elements, in particular the tall buildings in the City’s financial district and an aggregation of taller buildings at Docklands are visible on the skyline. The latter feature has particular prominence in this view (slightly to the left of central in this view) because of the rise of Shooter’s Hill in the background. St Paul’s Cathedral is set within a miscellany of buildings, in both its foreground and background. The dome and peristyle are visible, but some development in the background diminishes the viewer’s ability to recognise and appreciate the landmark, particularly in poor weather conditions. However, the Shard with its distinctive shape and high quality materials provides a strong orientation point to allow the viewer to recognise St Paul within the wider panorama. The Palace of Westminster is positioned behind the Euston Tower and the BT Tower (to the right of the view). Only the Central Lobby Lantern and the Victoria Tower are visible. The latter’s turrets and finials contrast with the simple housing blocks in the middle ground’.

Summer
The view in summer will include the vegetation in leaf in the foreground which will screen the lower part of the view. The skyline will be unaffected.

Figure 10: Viewpoint 2A.1– winter view Date taken: 1 April 2013, Canon 5d mk2 + Zeiss 50mm lens (stitched panorama)



⁸Mayor of London (2012), London View Management Framework Supplementary Planning Guidance.

Viewpoint LVMF: 2A.2 Parliament Hill: the summit – looking toward the Palace of Westminster

This viewpoint is a protected London panorama as defined in the LVMF from Parliament Hill towards the Palace of Westminster, only a single winter photograph has been captured.

Winter

The following description is taken from the London View Management⁹:

'The topography of London (illustrated in Figure 11) frames the silhouette of London. A number of prominent elements, in particular the tall buildings in the City's financial district and an aggregation of taller buildings at Docklands are visible on the skyline. The latter feature has particular prominence in this view (left of central in this view) because of the rise of Shooter's Hill in the background. St Paul's Cathedral is set within a miscellany of buildings, in both its foreground and background. The dome and peristyle are visible, but some development in the background diminishes the viewer's ability to recognise and appreciate the landmark, particularly in poor weather conditions. However, the Shard with its distinctive shape and high quality materials provides a strong orientation point to allow the viewer to recognise St Paul within the wider panorama. The Palace of Westminster is positioned behind the Euston Tower and the BT Tower (central to the view). Only the Central Lobby Lantern and the Victoria Tower are visible. The latter's turrets and finials contrast with the simple housing blocks in the middle ground'.

Summer

The view in summer will include the vegetation in leaf in the foreground. The skyline will be unaffected.

Figure 11: Viewpoint 2A.2– winter view Date taken: 01 April 2013. Canon 5d mk2 + Zeiss 50mm lens (stitched panorama)



⁹Mayor of London (2012), *London View Management Framework Supplementary Planning Guidance*.

Viewpoint LVMF: 2B.1: Parliament Hill: east of the summit – at the prominent oak tree

This viewpoint is a protected London panorama as defined in the LVMF from Parliament Hill towards the Palace of Westminster, only a single winter photograph has been captured.

Winter

The following description is taken from the London View Management¹⁰:

'This viewing location (illustrated in Figure 12) is on the east side of Parliament Hill, lower than the summit. Assessment point 2B.1 is located at a position that provides one of the few publicly available views of all of the principal towers of the Palace of Westminster. The viewer can also see the tall buildings that define the financial and governmental centres of London on the skyline, although trees in the foreground and middle ground interrupt much of the panorama. A break in the trees to the east allows a discrete view of Canary Wharf. All three towers of the Palace of Westminster are set against the distant hills. The scale and simple outline of existing tall buildings in the view frame the Palace of Westminster and contrast with its more delicate and intricate silhouette of towers.'

Summer

The view in summer will include the vegetation in leaf l the foreground. The skyline will be unaffected.

Figure 12: Viewpoint 2B.1– winter view Date taken: 01 April 2013. Canon 5d mk2 + Zeiss 50mm lens (stitched panorama)



¹⁰Mayor of London (2012), London View Management Framework Supplementary Planning Guidance.

Viewpoint 004.1.011: View south-west from the corner of Parkway and Delancey Street.

This viewpoint is designated as a key view (views out of the conservation area) in the Camden Town Conservation Area Appraisal¹¹. The view is representative of the view from the corner of Parkway and Delancey Street.

Winter

The view (illustrated in Figure 13) shows Parkway in the foreground, with the one-storey 115 Parkway on the left of the photograph and the terraced housing in Parkway in the centre of the view. The WCML is in tunnel under 115 Parkway. Houses on Gloucester Gate are visible in the background of the view together with trees associated with Park Village East and Albany Street visible to the left and Regent’s Park to the right. The boundary wall of North Bridge House Preparatory School and trees growing in the school’s garden are visible on the right.

Summer

The view (illustrated in Figure 14) shows the partial screening effect of trees in leaf in the background of the view.

Night-time

The foreground and the wider urban area are brightly lit by street lighting and light spill from buildings.

Figure 13: Viewpoint 004.1.011– winter view Date taken: 11 January 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 14: Viewpoint 004.1.011– summer view Date taken: 25 June 2012. Nikon D3200 35mm lens (stitched panorama)



¹¹ London Borough of Camden Council (2007), *Camden Town Conservation Area Appraisal and Management Strategy*

Viewpoint 004.3.013: View west from Bingfield Park

The view is representative of the view from Bingfield Park.

Winter

The view (illustrated in Figure 15) shows the park in the foreground with a brick wall which runs along the boundary of the railway land beyond. The flats in Rufford Street are visible on the right of the photograph and a residential tower block under construction in the King's Cross Opportunity Area is visible on the left, beyond the wall. The blue and white roof over the HS1 tracks is just visible above the brick wall.

Summer

The view (illustrated in Figure 16) shows the view partially screened by the tree in the foreground.

Figure 15: Viewpoint 004.3.013– winter view Date taken: 4 February 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 16: Viewpoint 004.3.013– summer view Date taken: 15 August 2012. Nikon D3200 35mm lens (stitched panorama)



Viewpoint 004.4.012: View south-west from the junction of Oval Road and Gloucester Avenue

This viewpoint is representative of the view from the junction of Oval Road and Gloucester Avenue taken from the street.

Due to the lack of intervening vegetation, a single representative photograph has been used.

Winter

The view shows Gloucester Avenue in the foreground leading to the junction with Parkway beyond. The one-storey 115 Parkway is on the left of the photograph and the terraced housing in Parkway in the centre of the view beyond. The WCML from Euston runs under 115 Parkway: it is not visible in the photograph. Trees growing in the pavement by the boundary wall of North Bridge House Preparatory School are visible on the right of the photograph.

Summer

There is little screening vegetation in the view (Figure 17) and hence the summer view is very similar to the winter view.

Night-time

The area is well lit by street lighting and light spill from surrounding buildings.

Figure 17: Viewpoint 004.4.012 – summer view Date taken: 31 July 2012. Nikon D3200 50mm lens (stitched panorama)



Viewpoint 004.2.014: View looking south-west and east from Agar Grove Estate

This viewpoint is representative of the view from Lulworth, the residential tower block, and other flats on the Agar Grove Estate.

Winter

The foreground view south-west is over housing, a car park and the communal open spaces around the tower block, flats and houses in the foreground. The trackside vegetation, electrical substations and the tracks of the NLL railway corridor are visible beyond. Elm Village open space and the garden centre and car park can be seen in the background of the view. From lower levels in the flats, views are screened or partly filtered by intervening buildings and vegetation. The view east is over a car park and intervening buildings towards the Camley Street car repair workshops in the middle ground, with the MML railway corridor visible beyond.

Due to no publically accessible location being available, it has not been possible to capture a photograph from this viewpoint.

Summer

In summer the view at ground level will be further screened by vegetation in the garden centre, along the railway corridor and in the open space around the Agar Grove flats.

Viewpoint 004.2.015: View north from Barker Drive

The view, taken from the footpath in Barker Drive and is representative of the view from the three storey houses in the street.

Winter

The view (illustrated in Figure 18) shows the Elm Village open space in the foreground with the residential tower ‘Lulworth’ in the background of the view. The NLL runs along the grassed and tree-lined embankment in the middle ground of the view.

Summer

In summer (illustrated in Figure 19) the railway embankment and buildings beyond are almost completely screened by vegetation in leaf.

Figure 18: Viewpoint 004.2.015 – winter Date taken: 31 October 2012. Nikon D3200 50mm lens (stitched panorama)



Figure 19: Viewpoint 004.2.015 – summer Date taken: 22 July 2013. Nikon D3200 50mm lens (stitched panorama)



Viewpoint 004.4.016: View north from St Pancras Way

The view is representative of the view from St Pancras Way towards the St Pancras Way Bridge.

Winter

The view (illustrated in Figure 20) shows residences on St Pancras Way in the foreground, framing the St Pancras Way Bridge in the distance. The view is filtered through trees on the street and on land neighbouring the street.

Summer

The view (illustrated in Figure 21) shows the bridge in the distance partly screened by the trees in leaf in the summer

Figure 20: Viewpoint 004.4.016– winter view Date taken: 4 February 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 21: Viewpoint 004.4.016– summer view Date taken: 25 June 2012. Nikon D3200 35mm lens (stitched panorama)



Viewpoint 004.2.017: View north from St Pancras Way, Baynes Street, Randolph Street and Royal College Street

This viewpoint is representative of views from residences looking north from St Pancras Way, Baynes Street, Randolph Street and Royal College Street towards the Baynes Street and St Pancras Way Bridges and Viaduct.

Winter
The view is of the brickwork and barriers along the NLL Viaduct in the foreground, with the overhead line equipment and trains beyond. Some views are filtered through vegetation growing between the buildings and the viaduct.

Summer
In summer, some views of the viaduct are screened by vegetation in leaf.

Due to no publically accessible location being available, it has not been possible to capture a photograph from this viewpoint.

Viewpoint 004.2.018: View south-west from St Pancras Way towards the St Pancras Way and Baynes Street Bridges

This viewpoint is representative of the view from the three and four storey residences on St Pancras Way looking towards the Baynes Street Bridge. The photograph is taken from the pavement adjacent to the properties.

Due to the lack of intervening vegetation, a single representative photograph has been used to represent the winter and summer view.

Winter
The view shows Baynes Street/St Pancras Way junction in the foreground, with the currently disused bridge over Baynes Street beyond. A Victorian brick abutment is visible on the left of the photograph and the end house of a 19th century terrace on the right. Trees growing on private properties south of Baynes Street are visible in the background of the view.

Summer
The view (illustrated in Figure 22) shows that there is no vegetation in the foreground of the view and hence the summer view will be similar to the winter view.

Figure 22: Viewpoint 004.2.018 – summer view Date taken: 31 July 2012. Nikon D3200 50mm lens (stitched panorama)



Viewpoint 004.4.019: View north-east from Baynes Street

The view is representative of the view from Baynes Street towards the Baynes Street Bridge.

Winter

The view (illustrated in Figure 23) shows Baynes Street in the foreground with the bridge and overhead line equipment in the distance. The bridge is partly screened by vegetation growing on land neighbouring the street. The car repair workshop is visible to the left, under an arch of the NLL Viaduct.

Summer

The summer view (illustrated in Figure 24) is similar to the winter view but the trees in leaf partially screen the bridge and abutments.

Figure 23: Viewpoint 004.4.019– winter view Date taken: 4 February 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 24 : Viewpoint 004.4.019– summer view Date taken: 25 June 2012. Nikon D3200 35mm lens (stitched panorama)



Viewpoint 004.2.020: View south-west from Randolph Street/Agar Grove junction

The view, taken from the pavement in Agar Grove, is representative of the view from the four to six storey dwellings in Randolph Street and St Pancras Way looking towards the Randolph Street Bridge.

Winter

The view (illustrated in Figure 25) shows the flats at 127 St Pancras Way in the foreground on the right of the photograph and the end house of a 19th century terrace in the middle ground beyond. The NLL Bridge, the 19th century columns supporting the bridge, the commercial uses under the bridge and the residential properties flanking the viaduct are visible in the distance. Lower level views from the residences on St Pancras Way will be screened by intervening trees and the block of flats in the foreground.

Summer

The view (illustrated in Figure 26) illustrates the screening effect of trees growing adjacent to the footway which partially screen the residential properties on the right of the bridge in summer.

Figure 25: Viewpoint 004.2.020– winter view Date taken: 4 February 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 26: Viewpoint 004.2.020– summer view Date taken: 25 June 2012. Nikon D3200 35mm lens (stitched panorama)



Viewpoint 004.2.021: View south from Rousden Street

This viewpoint is representative of the view from houses in Rousden Street looking towards the viaduct and the Randolph Street Bridge.

Winter
The view shows back gardens and hardstanding bordering the railway corridor in the foreground with the NLL viaduct, the overhead line equipment and trains beyond. Some views are filtered through back garden vegetation.

Summer
In summer, some views of the viaduct are screened by back garden vegetation in leaf.

Due to no publically accessible location being available, it has not been possible to capture a photograph from this viewpoint.

Viewpoint 004.1.022: View east from Rousden Street

This viewpoint is designated in the Camden Broadway Conservation Area Appraisal¹² and is representative of the view from Rousden Street towards the Camden Arms (now Colonel Fawcett) public house.

Due to the lack of intervening vegetation a single photograph has been used to represent the winter and summer view.

Winter
The view shows Randolph Street in the foreground, with part of the existing rail viaduct and overhead line equipment on the right of the photograph and the commercial uses under the viaduct and the 19th century terrace in Randolph Street straight ahead. Part of the public house (painted grey and blue) is visible on the left of the photograph.

Summer
There is little screening vegetation in the view (illustrated in Figure 27) and hence the summer view will be similar to the winter view.

Figure 27: Viewpoint 004.1.022 – summer view Date taken: 12 July 2012. Nikon D3200 50mm lens (stitched panorama).



¹² London Borough of Camden Council (2009) *Camden Broadway Conservation Area Appraisal*

Viewpoint 004.4.023: View north-east from Randolph Street

The view is representative of the view from the two to four storey dwellings in Randolph Street and Royal College Street looking towards the Randolph Street Bridge taken from the footpath on Randolph Street.

Winter

The view (illustrated in Figure 28) shows the bridge over Randolph Street and the 19th century columns supporting the bridge in the middle ground in the view. Part of a 19th century terraced house is just visible on the left and a residential and commercial development is visible on the right, both in the foreground of the view. Vegetation growing on land neighbouring the street filters the view in winter.

Summer

The view (illustrated in Figure 29) shows the bridge and the bridge abutments are partially screened by vegetation in the summer.

Figure 28: Viewpoint 004.4.023– winter view Date taken: 4 February 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 29 : Viewpoint 004.4.023– summer view Date taken: 25 June 2012. Nikon D3200 35mm lens (stitched panorama)



Viewpoint 004.2.024: View north-west from the Royal College Street/Camden Road junction

This viewpoint is representative the view from the pavement close to dwellings in Royal College Street looking towards Camden Road Station and the bridge. A view of Camden Road Station from Camden Road is designated in the Jeffrey’s Street Conservation Area Appraisal.

Due to the lack of intervening vegetation, a single photograph representing summer and winter views has been used.

Winter

The view shows Camden Road, the listed Camden Road Station and the bridge over the road in the foreground, with the houses and the trees in Bonny Street beyond, on the left hand side of the photograph. The bridge has been restored and repainted and its distinctive white lettering on a blue background is a key element in the character of the view.

Summer

The summer view (illustrated in Figure 30) shows that there is little screening vegetation in the view and hence the summer view will be similar to the winter view.

Figure 30: Viewpoint 004.2.024 – summer view Date taken: 25 June 2012. Nikon D3200 50mm lens (stitched panorama)



Viewpoint 004.4.025: View north from Camden Road

The view is representative of the view from Camden Road Station and the bridge.

Winter

The view (illustrated in Figure 31) shows the view along Camden Road with street trees in the foreground and the Camden Road Station (on the left) and bridge (in the centre) in the middle ground of the view. The bridge has been restored and repainted and its distinctive white lettering on a blue background is a key element in the character of the view. The street trees partially filter the view in winter, but the bridge and the station are still clearly visible in the distance.

Summer

The view (illustrated in Figure 32) shows that street trees in leaf provide some screening of the view in summer.

Figure 31: Viewpoint 004.4.025– winter view Date taken: 4 February 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 32: Viewpoint 004.4.025– summer view Date taken: 12 October 2012. Nikon D3200 35mm lens (stitched panorama)



Viewpoint 004.4.026: View south from Camden Road

The view is representative of the view of Camden Road Station and the bridge.

Winter

The view (illustrated in Figure 33) shows the Grade II listed Camden Road Station building, the currently closed station entrance onto Royal College Street and the bridge with its 19th century iron supporting column in the foreground. Shops, offices and housing along Camden Road are visible in the background, beyond the bridge. The bridge has been restored and repainted and its distinctive white lettering on a blue background is a key element in the character of the view.

Summer

The summer view (illustrated in Figure 34) is similar to the winter view, but the station is partly screened by leaves on the street tree in the foreground.

Figure 33: Viewpoint 004.4.026– winter view Date taken: 4 February 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 34: Viewpoint 004.4.026– summer view Date taken: 12 October 2012. Nikon D3200 35mm lens (stitched panorama)



Viewpoint 004.4.027: View south-east from Royal College Street

This viewpoint is representative of the view from the pavement in Royal College Street looking towards Camden Road Station and the bridge.

Due to the limited screening provided by the pollarded street trees only a single photograph has be used to illustrate the winter and summer view.

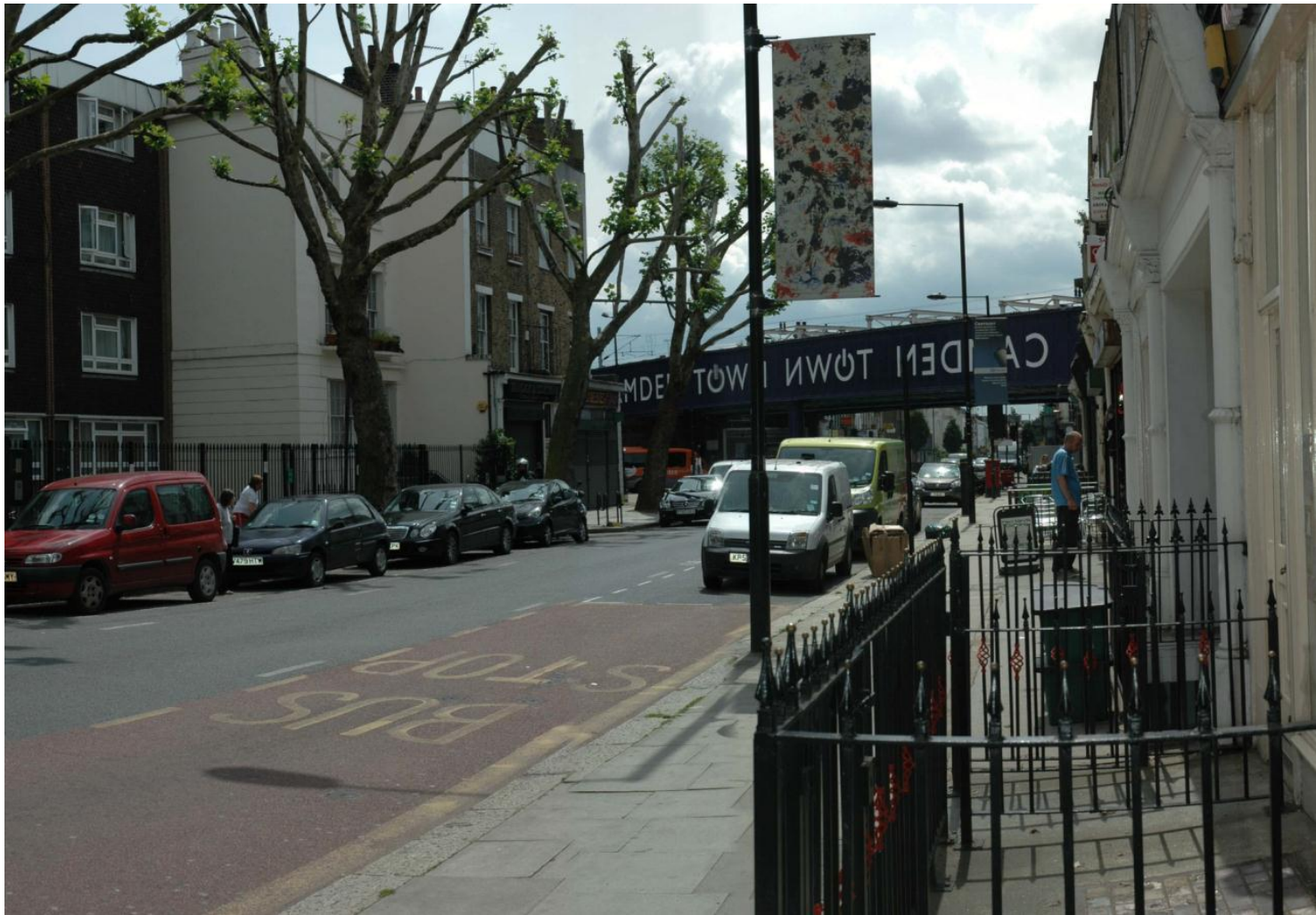
Winter

The view shows the houses, area railings and pollarded London plane trees in Royal College Street in the foreground, with the bridge over Royal College Street and Camden Road beyond. The bridge has been restored and repainted and its distinctive white lettering on a blue background is a key element in the character of the view.

Summer

The summer view (illustrated in Figure 35) shows that the recently pollarded trees have little screening effect in the summer. When the trees have grown new branches though, they will effectively screen the houses on the left hand side of the view; the bridge will remain clearly visible.

Figure 35: Viewpoint 004.2.027 –summer view Date taken: 25 June 2012. Nikon D3200 50mm lens (stitched panorama)



Viewpoint 004.2.028: View south from Ivor Street and Royal College Street

This viewpoint is representative of the view from houses in Ivor Street and Royal College Street looking towards Camden Road Station.

Winter
The view is over the back gardens in the foreground to the disused platforms of the station on viaduct beyond. The disused platforms have been colonised by scrub vegetation. Some views are filtered through planting in back gardens. There are clear, open views of the bridge and viaduct from the upper levels of the three and four storey flats located above the ground floor commercial units at the junction of Royal College Street and Camden Road and from some of the two storey properties to the north side of Ivor Street.

Due to no publically accessible location being available, it has not been possible to capture a photograph from this viewpoint.

Summer
The summer view from ground level will be partly screened by planting in back gardens, but views from upper floor windows will be similar to the winter view.

Viewpoint 004.1.029: View north-west from Prowse Place

This viewpoint is designated in the Jeffrey’s Street Conservation Area Statement¹³ and is representative of the view from Prowse Place towards 3-9 Jeffrey’s Street.

Due to the lack of intervening vegetation, a single photograph has been used to represent the winter and summer view.

Winter

The view shows 19th century houses and commercial premises on the corner of Bonny Street and Prowse Place in the foreground and the overhead line equipment of the NLL and the railway viaduct supporting Camden Road Station beyond. Visible in the distance, beyond the viaduct, is 3-9 Jeffrey’s Street at the end of Prowse Place. Clear views of the viaduct are possible from the upper floors from largely three storey residences backing onto the railway.

Summer

The summer view (illustrated in Figure 36) shows that there is no screening vegetation in the view and hence the summer view will be similar to the winter view

Figure 36: Viewpoint 004.1.029 –summer view Date taken: 25 June 2012. Nikon D3200 50mm lens (stitched panorama)



¹³ London Borough of Camden Council (2002), *Conservation Area Appraisal: 21 Jeffrey’s Street*

Viewpoint 004.1.030: View south-east from Prowse Place

This viewpoint is designated in the Jeffrey’s Street Conservation Area Statement¹⁴ and is representative of the typical view from Prowse Place towards Bonny Street. Due to the lack of intervening vegetation, a single photograph has been used to represent the winter and summer view.

Winter
The view shows the 19th century terraces houses in Prowse Place in the foreground and the overhead line equipment of the NLL and the railway viaduct supporting Camden Road Station beyond. The 19th century houses in Bonny Street are visible at the end of Prowse Place and beyond the viaduct bridge. The corner of a small area of open space with three small trees can just be seen in front of the bridge on the left of the photograph.

Summer
The summer view (illustrated in Figure 37) shows that there is little vegetation in the view and hence the summer view will be similar to the winter view.

Figure 37: Viewpoint 004.1.030 – summer view Date taken: 25 June 2012. Nikon D3200 50mm lens (stitched panorama)



¹⁴ London Borough of Camden Council (2002), *Conservation Area Appraisal: 21 Jeffrey’s Street, London*

Viewpoint 004.4.031: View north-west from Camden Street

The viewpoint is representative of the view from Camden Street towards the Camden Street Bridge and Camden Gardens.

Winter

The view (illustrated in Figure 38) shows Camden Street in the foreground with the bridge over Camden Street on the right of the photograph and Camden Gardens open space on the left. The viaduct is just visible through the mature trees growing around the boundary of the gardens.

Summer

The view (illustrated in Figure 39) of the viaduct is screened by trees in leaf in Camden Gardens.

Figure 38: Viewpoint 004.4.031– winter view Date taken 4 February 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 39: Viewpoint 004.4.031– summer view Date taken: 25 June 2012. Nikon D3200 35mm lens (stitched panorama)



Viewpoint 004.2.032: View north from Camden Gardens

The view is representative of the view from dwellings at Camden Garden looking towards the viaduct in Camden Gardens and from properties on Camden Street. The photograph is taken from the pavement adjacent to Camden Gardens.

Winter

The view (illustrated in Figure 40) shows the railings and entrance to the southern half of the gardens in the foreground, with the arches, overhead line equipment and parapet of the viaduct visible beyond: the view of the viaduct is filtered through trees growing on the perimeter of the gardens. Houses in Kentish Town Road can be seen through the viaduct arches in the background of the view. The railway viaduct and bridge is more oblique in the view from the three and four storey properties on Camden Street.

Summer

The view (illustrated in Figure 41) shows the screening effect of the trees in leaf in Camden Gardens: the viaduct is only visible through the entrance gates, where there is no intervening vegetation.

Figure 40: Viewpoint 004.2.032– winter view Date taken 31 January 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 41: Viewpoint 004.2.032– summer view Date taken: 12 October 2012. Nikon D3200 35mm lens (stitched panorama)



Viewpoint 004.4.033: View north-west from Kentish Town Road

The view is representative of the view from Kentish Town Road towards the Kentish Town Road Bridge and Camden Gardens

Winter
The view (illustrated in Figure 42) shows the bridge over Kentish Town Road in the centre of the view (with a passing train and the overhead line equipment visible). Part of the viaduct and the railings around the Camden Gardens open space boundary can be seen on the right of the photograph. The view of the viaduct is partly filtered by trees and vegetation in the gardens. The entrance to Water Lane is just visible on the left of the photograph in front of the bridge. Views from the four storey commercial property to the left of the photograph are open and oblique along the railway corridor.

Summer
The view (illustrated in Figure 43) of the viaduct is partially screened by trees in leaf.

Figure 42: Viewpoint 004.4.033– winter view Date taken 31 January 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 43: Viewpoint 004.4.033– summer view Date taken: 25 June 2012. Nikon D3200 35mm lens (stitched panorama)



Viewpoint 004.1.034: View south from Kentish Town Road/Jeffrey's Street junction

The view is designated in the Jeffrey's Street Conservation Area Statement¹⁵ and is representative of the view from the Kentish Town Road/Jeffrey's Street junction towards Camden Gardens and the viaduct.

Winter

The view (illustrated in Figure 44) shows the junction of Kentish Town Road and Camden Street in the foreground with the northern end of Camden Gardens open space and the viaduct running through the gardens beyond. The trees in the gardens filter the view of the viaduct arches. The Kentish Town Road Bridge is on the right of the photograph and the Camden Street Bridge is on the left. Views from the three storey properties along Camden Street and Kentish Town Road are more oblique towards railway bridges and viaduct. The Camden Street residences front directly onto the street and have no garden vegetation.

Summer

The Kentish Town Road and Camden Street Bridges (Illustrated in Figure 45) are still visible but the viaduct in Camden Gardens is fully screened, when the trees are in leaf in the summer.

Figure 44: Viewpoint 004.1.034– winter view Date taken: 22 February 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 45: Viewpoint 004.1.034– summer view Date taken: 12 October 2012. Nikon D3200 35mm lens (stitched panorama)



¹⁵ London Borough of Camden Council (2002), *Conservation Area Appraisal: 21 Jeffrey's Street, London*

Viewpoint 004.4.035: View west from Water Lane

This viewpoint is representative of the view from Water Lane along the Chalk Farm Viaduct.

Due to the lack of intervening vegetation, a single photograph has been used to represent the winter and summer view.

Winter

The view shows the entrance to Water Lane in the foreground, flanked on the left by an office building (43 Kentish Town Road) and on the right by the Chalk Farm Viaduct. The overhead line equipment is visible above the viaduct in the middle ground and the stalls of Camden Lock Village can be seen in the back ground of the view.

Summer

The view (illustrated in Figure 46) shows that there is little screening vegetation in the view and hence the summer view will be similar to the winter view.

Figure 46: Viewpoint 004.4.035 – summer view Date taken: 12 October 2012. Nikon D3200 35mm lens (stitched panorama)



Viewpoint 004.3.036: View north-west from Hawley Wharf on Regent’s Canal (and the future Hawley Lock development)

This viewpoint is representative of the view from Hawley Wharf looking towards the Chalk Farm Viaduct.

Due to the lack of intervening vegetation, a single photograph has been used to represent the summer and winter view.

Winter

The view (illustrated in Figure 47) shows the market stalls of Camden Lock Village in the foreground with the overhead line equipment of the NLL visible above the roofs of the stalls beyond. The stalls screen the viaduct from this view.

Summer

There is no screening vegetation in the view and hence the summer view is similar to the winter view.

Figure 47: Viewpoint 004.3.036 – winter view Date taken: 31 January 2013. Nikon D3200 35mm lens (stitched panorama)



Viewpoint 004.2.037: View south from the Maiden Lane Estate

This viewpoint is representative of the view from the flats and houses of the Maiden Lane Estate and the future residential tower and housing proposed for the eastern part of the estate.

Winter The vegetated embankment of the NLL which is part of the NLL Site of Borough Importance (SBI) runs across the foreground of the view. The vegetation on the embankment screens much of the view from ground level but from upper floors there are clear views of trains and overhead line equipment. The mainline from St Pancras Station and HS1 line are visible in the middle ground of the view, with the buildings of the King’s Cross Opportunity Area, built or under construction, visible in the distance.	Due to no publically accessible location being available, it has not been possible to capture a photograph from this viewpoint.
Summer There is limited screening vegetation in the view and hence the summer view is similar to the winter view.	

Viewpoint 004.2.038: View north-west from future residential towers in the King’s Cross Opportunity Area

This viewpoint is representative of the view from residential towers in King's Cross Central, in the King’s Cross Opportunity Area, off York Way (to be built or under construction).

Winter The King’s Cross Opportunity Area is in the foreground of the view, with the mainline from St Pancras Station and HS1 railway line visible in the middle ground of the view. The vegetated embankment of the NLL can be seen beyond, with the flats and houses in the Maiden Lane Estate, the Camley Street car repair work shops and the Camley Street industrial area visible in the distance. Views from lower levels are partially screened by intervening vegetation.	Due to no publically accessible location being available, it has not been possible to capture a photograph from this viewpoint.
Summer There is no screening vegetation in the view and hence the summer view is similar to the winter view.	

Viewpoint 004.2.039: View north from the Hawley Wharf Development (future baseline)

This viewpoint is representative of the view from dwellings on the Hawley Wharf Development.

Winter The view will show the southern side of the Chalk Farm Viaduct, with the overhead line equipment visible above the viaduct and the industrial uses visible below the arches.	This is a future baseline development and hence there is no photograph from this viewpoint.
Summer There is limited screening vegetation in the view and hence the summer view will be similar to the winter view.	

Viewpoint 004.2.040: View west and south-west from Kentish Town Road (future baseline)

This viewpoint is representative of the view from dwellings on Kentish Town Road Development. If the Hawley Wharf Development were built, the houses on Torbay Street will be demolished, opening up views from Kentish Town Road of the Proposed Scheme.

Winter
The view will show the northern side of the Kentish Town viaduct with overhead line equipment and industrial uses below the arches. These will be visible in oblique views from the upper floors of houses in Kentish Town Road. Gardens fences and vegetation in back gardens will screen or filter views from lower levels.

Summer
There is limited screening vegetation in the view and hence the summer view will be similar to the winter view.

There is no view currently and hence there is no photograph from this viewpoint.

Viewpoint 005.2.003: View south from Regents Park Road

This viewpoint is representative of the view from the rear of the flats on Regent’s Park Road towards the site of the former Primrose Hill Station.

Winter
The view over the gardens and the platforms and railway lines of the former Primrose Hill Station in the foreground, with the overhead line equipment and the tracks of the wide railway corridor beyond. In the distance are industrial and residential buildings on Gloucester Avenue. The dwellings in Juniper Crescent are visible to the left of the view, beyond an electricity substation and a large area of asphalted vacant railway land.

Summer
There is little screening vegetation, other than small scale garden planting, in the view and hence the summer view will be similar to the winter view.

Due to no publically accessible location being available, it has not been possible to capture a photograph from this viewpoint.

Viewpoint 006.6.001: View south from Hawley Primary School (future baseline)

This viewpoint, taken from the street is representative of the view from Hawley Primary School (part of the future Hawley Wharf Development) towards Kentish Town Viaduct. The school will be built in the area close to the viewpoint location.

Due to the lack of intervening vegetation, a single photograph has been used to represent the summer and winter view.

Winter

The view (illustrated in Figure 48) shows the brick wall in the foreground surrounding an area of hardstanding used for parking and industrial uses. The sheds of the workshops beyond the hardstanding are visible above the wall. On the left of the photograph, beyond the wall, is the northern side of the Kentish Town Viaduct with overhead line equipment and the arches with industrial uses below.

Summer

There is little screening vegetation in the view and hence the summer view is similar to the winter view.

Figure 48: Viewpoint 006.2.001 – winter view Date taken: 31 January 2013. Nikon D3200 35mm lens (stitched panorama)



Viewpoint 006.3.004: View west from Camden High Street

This viewpoint is representative of the view from Camden High Street (including dwellings in the future Hawley Wharf Development) towards Camden Lock Place.

Due to the lack of intervening vegetation, a single photograph has been used to represent the summer and winter view.

Winter

The view shows Camden High Street and the buildings and stalls of Camden Lock Market in the foreground. The NLL bridge, with its distinctive lettering and brick bridge pilasters, is on the right of the photograph. It is a key element in the character of the view. The viaduct, overhead line equipment and track side vegetation can be seen continuing past the market into the distance. Chalk Farm Road is visible under the bridge to the right of the photograph.

Summer

The view (illustrated in Figure 49) shows that there is no screening vegetation in the view and hence the summer view is unchanged.

Figure 49: Viewpoint 006.3.004 – summer view Date taken: 25 June 2012. Nikon D3200 35mm lens (stitched panorama)



Viewpoint 006.3.005: View south-east from Chalk Farm Road/Hawley Street junction

The view is representative of the view from Chalk Farm Road/Hawley Street junction towards Camden High Street Bridge.

Winter

The view (illustrated in Figure 50) shows the bridge and overhead line equipment on the railway in the middle ground, with the listed Stables Market on the right hand side of the photograph. The street trees on Chalk Farm Road in the foreground filter the view of the bridge, its abutments and the Stables Market. The market buildings screen direct views of the viaduct from the three storey mixed use properties fronting onto Chalk Farm Road, although, there are close and direct views of the bridge from properties in Chalk Farm Road.

Summer

The view (illustrated in Figure 51) shows the bridge and Stables Market partly screened by trees in leaf.

Figure 50: Viewpoint 006.3.005– winter view Date taken: 31 January 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 51: Viewpoint 006.3.005– summer view Date taken: 12 October 2012. Nikon D3200 35mm lens (stitched panorama)



Viewpoint 006.4.06: View south from Chalk Farm Road/Ferdinand Street junction

This viewpoint is representative view from Chalk Farm Road/Ferdinand Street junction towards the bridge over Morrison’s Approach.

Due to the lack of intervening vegetation, a single photograph has been used to represent the summer and winter view.

Winter

The view shows the approach road to Morrison’s supermarket in the foreground and Juniper Crescent with the Stables Market on the left and the brick wall of a petrol station on the right. The freight line on viaduct passes across the view, beyond the Stables Market and the petrol station; the bridge, a goods train, trackside vegetation and overhead line equipment are visible in the centre of the photograph.

Summer

The view (illustrated in Figure 52) shows that there is little screening vegetation and hence the summer view is unchanged.

Figure 52: Viewpoint 006.4.006 – summer view Date taken: 25 June 2012. Nikon D3200 35mm lens (stitched panorama)



Viewpoint 006.2.007: View west and north from Juniper Crescent

This viewpoint is representative of the view from dwellings on Juniper Crescent.

Winter
The view shows the vacant railway land in the foreground between the overhead line equipment and the tracks of the WCML and the freight line which run past Juniper Crescent in cutting to the south and north respectively. In the middle ground of the view are the platforms of the former Primrose Hill Station and the flats on Regent's Park Road. Beyond are 200 Regent's Park Road (part of the former station) and the Regent's Park Road Bridge. The Roundhouse is visible, beyond the freight line railway corridor, in views north.

Summer
There is little screening vegetation in the view and hence the summer view will be similar to the winter view.

Due to no publically accessible location being available, it has not been possible to capture a photograph from this viewpoint.

Viewpoint 006.2.008: View south and east from Hawley Road and the Hawley Wharf Development (future baseline)

This viewpoint is representative of the view from dwellings on the Hawley Wharf Development.

Winter
The view will show the Kentish Town viaduct in the foreground, with the external walkways, trains and overhead line equipment visible above the viaduct and the industrial uses under the arches visible below.

Summer
There is little screening vegetation in the view and hence the summer view will be similar to the winter view.

This is a future baseline development and hence there is no photograph from this viewpoint.

Viewpoint 006.2.009: View south from the Hawley Wharf Development (future baseline)

This viewpoint is representative of the view from dwellings on the Hawley Wharf Development.

Winter
The view will show the Kentish Town viaduct in the foreground, with the external walkways, trains and overhead line equipment visible above the viaduct and the industrial uses under the arches visible below.

Summer
There is little screening vegetation in the view and hence the summer view will be similar to the winter view.

This is a future baseline development and hence there is no photograph from this viewpoint.

Viewpoint 006.2.010: View south from Hawley Road

This viewpoint is representative of the view from four and five storey dwellings on Hawley Road.

Winter The view shows Hawley Road and the 19th century semi-detached and terraced houses on the south side of the road in the foreground. The Kentish Town Viaduct is visible in narrow views between the houses opposite and in a wider view, framed by housing, along Torbay Street in the background. There are external walkways and overhead line equipment on the viaduct and industrial uses under the viaduct arches.	Due to no publically accessible location being available, it has not been possible to capture a photograph from this viewpoint.
Summer There is little screening vegetation in the view and hence the summer view would be similar to the winter view.	

Part 3 Assessment matrices

1 Landscape assessment matrix

1.1.1 Table 2 summarises the assessment of significance for all the LCA identified within the study area. These are ordered from south to north along the route of the Proposed Scheme. The assessment of significant effects is presented in Volume 2, CFA Report 2, Section 9. Not significant effects (minor or negligible) are summarised in Part 4 of this volume. For some LCA it has been identified that no further assessment is required in one of the assessment years. This is on the basis that, through application of professional judgement, it has been determined that no significant effects would occur and therefore no further assessment has been undertaken.

Table 2: Landscape assessment matrix

Landscape character area	Construction	Operation year 1 (2026)	Operation year 15 (2041)	Operation year 60 (2086)
King’s Cross Opportunity Area and Post-war Industrial and Commercial LCA	Negligible	No further assessment required	No further assessment required	No further assessment required
Camden Post-war Residential LCA	Minor adverse	Minor adverse	Minor adverse	Minor adverse
The Regent’s Canal LCA	Negligible	No further assessment required	No further assessment required	No further assessment required
Camden Road Station, the Viaduct and 19th Century Residential LCA	Moderate adverse	Minor adverse	Minor adverse	Minor adverse
Camden Town Settlement Core LCA	Negligible	No further assessment required	No further assessment required	No further assessment required
Camden Town Commercial Area LCA	Negligible	No further assessment required	No further assessment required	No further assessment required
Euston East Victorian Residential LCA	Minor adverse	Minor adverse	Minor adverse	Minor adverse
Camden Markets LCA	Moderate adverse	Minor adverse	Minor adverse	Minor adverse
The Roundhouse and Chalk Farm Road LCA	Moderate adverse	Minor adverse	Minor adverse	Minor adverse

2 Visual assessment matrix

2.1.1 Table 3 summarises the assessment of significance for all the representative viewpoints identified within the study area. These are ordered from south to north along the route of the Proposed Scheme. The assessment of significant effects is presented in Volume 2, CFA Report 2, Section 9. Not significant effects (minor or negligible) are summarised in Part 4 of this volume. For some viewpoints it has been identified that no further assessment is required in one of the assessment years/seasons. This is on the basis that, through application of professional judgement, it has been determined that no significant effects would occur and therefore no further assessment has been undertaken. The night-time assessment has only been undertaken for residential, hotel and healthcare receptors with a view of proposed continuous lighting during either construction or operation.

Table 3: Visual assessment matrix

Viewpoints		Construction		Operation year 1 (2026)			Operation year 15 (2041)	Operation year 60 (2086)
		Winter	Night-time	Winter	Summer	Night-time	summer	summer
LVMF 2A.1	Parliament Hill: the summit – looking toward St Paul’s Cathedral	Negligible	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
LVMF 2A.2	Parliament Hill: the summit – looking toward the Palace of Westminster	Negligible	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
LVMF 2B.1	Parliament Hill: east of the summit – at the prominent oak tree	Negligible	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
004.1.011	View looking south-west from the corner of Parkway and Delancey Street.	Minor adverse	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
004.3.013	View west from Bingfield Park	Negligible	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	Negligible
004.4.012	View south-west from the junction of Oval Road and Gloucester Avenue	Minor adverse	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
004.2.014	View south-west and east from Agar Grove Estate	Minor adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
004.2.015	View north from Barker Drive	Minor adverse	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	Negligible
004.4.016	View north from St Pancras Way	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
004.2.017	View north from St Pancras Way, Baynes Street, Randolph Street and Royal College Street	Major adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
004.2.018	View south-west from St Pancras Way	Major adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
004.4.019	View north-east from Baynes Street	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
004.2.020	View south-west from Randolph Street/Agar Grove junction	Major adverse	No further assessment required	Moderate adverse	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse
004.2.021	View south-west from Rousden Street	Major adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
004.1.022	View east from Rousden Street	Major adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
004.4.023	View north-east from Randolph Street	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse
004.2.024	View north-west from the Royal College Street/Camden Road junction	Major adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
004.4.025	View north from Camden Road	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse

Viewpoints		Construction		Operation year 1 (2026)			Operation year 15 (2041)	Operation year 60 (2086)
		Winter	Night-time	Winter	Summer	Night-time	summer	summer
004.4.026	View south from Camden Road	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
004.4.027	View south-east from Royal College Street	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
004.2.028	View south from Ivor Street and Royal College Street	Major adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
004.1.029	View north-west from Prowse Place through railway arch	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
004.1.030	View south-east from Prowse Place through the railway arch	Major adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
004.4.031	View north-west from Camden Street	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
004.2.032	View north from Camden Gardens	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
004.4.033	View north from Kentish Town Road	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
004.1.034	View south from Kentish Town Road/Jeffrey's Street junction	Major adverse	No further assessment required	Moderate adverse	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse
004.4.035	View west from Water Lane	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
004.3.036	View north-west from Hawley Wharf on Regent's Canal	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
004.4.037	The view south from the Maiden Lane Estate	Minor adverse	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	Negligible
004.2.038	View north-west from the King's Cross Opportunity Area	Minor adverse	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	Negligible
004.2.039	View north from the Hawley Wharf Development (future baseline)	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
004.2.040	View west and south-west from Kentish Town Road (future baseline)	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
005.2.003	View south from Regents Park Road	Major adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
006.6.001	View south from Hawley Primary School	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
006.3.004	View west from Camden High Street	Major adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
006.3.005	View south-east from Chalk Farm Road/Hawley Street junction	Major adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
006.4.006	View south from Chalk Farm Road/Ferdinand Street junction	Minor adverse	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required	No further assessment required
006.2.007	View west from Juniper Crescent	Major adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse

Viewpoints		Construction		Operation year 1 (2026)			Operation year 15 (2041)	Operation year 60 (2086)
		Winter	Night-time	Winter	Summer	Night-time	summer	summer
006.2.008	View south and east from Hawley Road and the Hawley Wharf Development (future baseline)	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
006.2.009	View south from the Hawley Wharf Development (future baseline)	Minor adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
006.2.010	006.2.010: View south from Hawley Road	Minor adverse	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	Negligible

Part 4 Schedule of not significant effects

1 Temporary effects arising during construction

1.1.1 Due to the scale of the construction activities, works will be highly visible in many locations and will have the potential to give rise to significant effects which cannot be mitigated. This is commonplace with construction of major infrastructure projects, but it should be noted that these effects are temporary in nature and relate to the peak construction phase. Effects during other phases of works are likely to be less due to less construction equipment being required at the time and a reduced intensity of construction activity.

1.2 Landscape assessment

1.2.1 Table 4 summarises the assessment for all the LCA identified within the study area, which are considered to experience not significant effects (minor or negligible) during construction of the Proposed Scheme. These are ordered from south to north along the route of the Proposed Scheme. The assessment of significant effects is presented in Volume 2, CFA Report 2, Section 9.

Table 4: Schedule of not significant landscape effects during construction

Landscape character area	Description of effect
King’s Cross Opportunity Area and Post-War Industrial and Commercial LCA	There will be a loss of embankment vegetation in NNL SBI. This will have ecological impacts but the vegetation is not a key component of the LCA. The works will be inconspicuous in the LCA. Impacts will be greater in close proximity to the works but they will diminish across the wider LCA due to the density of the surrounding development. The magnitude of change will be low. The low magnitude of change assessed against the low sensitivity of the character area will result in a negligible effect.
Camden Post-War Residential LCA	The buildings at 120 to 136 Camley Street will be demolished to create a main construction site. There will be diversions of existing HS1 signalling, power and communications cabling and the installation of railway overhead electrification signalling and power supply kiosks within the railway corridor. New track and overhead line equipment will be installed along the northern side of the route for the relocated NLL and new track and overhead power lines along the southern side for the new HS1-HS2 Link. There will be a loss of trees and vegetation from the embankment along the NLL corridor south of the Agar Grove Estate and from the Camley Street main construction site. Substations currently within the NLL corridor will be moved to a site on green space in the Agar Grove Estate, just to the east of the car park off Wrotham Road. This will require the removal of trees and shrubs from the estate grounds. The presence of construction activity and plant and the loss of vegetation will result in a partial loss of key characteristics of the character area but the works will be taking place mainly within the rail corridor where there is frequent maintenance activity. Impacts will be most intense in close proximity to the works but they will diminish across the wider LCA due to the density of the surrounding development. The magnitude of change will be low. The low magnitude of change assessed against the medium sensitivity of the character area will result in a minor adverse effect.
The Regent’s Canal LCA	The canal corridor is lower than the surrounding LCA and construction will be almost entirely screened from the LCA by the density of the surrounding development. Cranes might be apparent on the skyline but these are a common feature on the London skyline. The works will result in a minor alteration to the setting of the character area. The magnitude of change will be negligible. The negligible magnitude of change assessed against the high sensitivity of the character area will result in a negligible effect.
Camden Town Settlement Core LCA	The majority of the works affecting this LCA will take place within CFA1 and are reported in Volume 5: Appendix LV-001-001. The setting is unlikely to be significantly affected by construction activity though the presence of construction traffic will lead to a localised reduction in tranquillity. The magnitude of change will be negligible. The negligible magnitude of change assessed against the medium sensitivity of the character area will result in a negligible effect.
Camden Town Commercial Area LCA	The majority of the works affecting this LCA will take place within CFA1 and are reported in Volume 5: Appendix LV-001-001. The setting is unlikely to be significantly affected by construction activity though the presence of construction traffic will lead to a localised reduction in tranquillity. The magnitude of change will be negligible. The negligible magnitude of change assessed against the medium sensitivity of the character area will result in a negligible effect.
Euston East Victorian Residential LCA	The majority of the works affecting this LCA will take place within CFA1 and are reported in Volume 5: Appendix LV-001-001. The setting is unlikely to be significantly affected by construction activity though the presence of construction traffic will lead to a localised reduction in tranquillity. The magnitude of change will be low. The low magnitude of change assessed against the high sensitivity of the character area will result in a minor adverse effect.

1.3 Visual assessment

1.3.1 Table 5 summarises the assessment for all the representative viewpoints identified within the study area, where visual receptors will experience not significant effects (minor or negligible) during construction of the Proposed Scheme. These are ordered from south to north along the route of the Proposed Scheme. The assessment of significant effects is presented in Volume 2, CFA Report 2, Section 9. The construction assessment has been undertaken during winter, in line with best practice guidance, to ensure a robust assessment. However, in some cases, visibility of construction activities may be reduced during summer when vegetation, if present in a view, will be in leaf.

Table 5: Schedule of not significant visual effects during construction

Viewpoint	Description of effect
LVMF 2A.1: Parliament Hill: the summit – looking toward St Paul’s Cathedral	<p>The main worksite associated with Euston Station falls outside the protected viewing corridors defined in the LVMF from Parliament Hill. Other elements of the Proposed Scheme will be present in the in the protected viewing corridor but only cranes, where present, will exceed the threshold level. Cranes will be a temporary feature in the view and a common element in the London skyline. There will be no perceptible deterioration in the view and therefore the magnitude of change will be negligible.</p> <p>The negligible magnitude of change assessed against the high sensitivity of the receptor will result in a negligible effect.</p>
LVMF 2A.2: Parliament Hill: the summit – looking toward the Palace of Westminster	<p>The main worksite associated with Euston Station falls outside the protected viewing corridors defined in the LVMF from Parliament Hill. Other elements of the Proposed Scheme will be present in the in the protected viewing corridor but only cranes, where present, will exceed the threshold level. Cranes will be a temporary feature in the view and are a common element in the London skyline. There will be no perceptible deterioration in the view and therefore there will be a negligible effect from construction.</p> <p>The negligible magnitude of change assessed against the high sensitivity of the receptor will result in a negligible effect.</p>
LVMF 2B.1: Parliament Hill: east of the summit – at the prominent oak tree	<p>The main worksite associated with Euston Station falls outside the protected viewing corridors defined in the LVMF from Parliament Hill. Other elements of the Proposed Scheme will be present in the in the protected viewing corridor but only cranes, where present, will exceed the threshold level. Cranes will be a temporary feature in the view and are a common element in the London skyline. There will be no perceptible deterioration in the view and therefore there will be a negligible effect from construction.</p> <p>The negligible magnitude of change assessed against the high sensitivity of the receptor will result in a negligible effect.</p>
004.1.011: View looking south-west from the corner of Parkway and Delancey Street.	<p>The foreground of the view of construction activity on the Euston Tunnel West Portal will be largely unaffected, apart from a period when there are works on underground utilities in Parkway, because the works will be screened at street level by 115 Parkway which is located above the Euston Tunnel. The works on the tunnel portal will be mainly at track level in the railway corridor which emerges from a tunnel in cutting south of Parkway. There will be views of the cranes in the middle ground of the view. Therefore the magnitude of change to this viewpoint is considered to be low.</p> <p>The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect.</p>
004.3.013:View west from Bingfield Park	<p>The 2m high railway boundary wall along Rufford Street screens the foreground view of construction activity on the HS1 Link. Cranes may be visible above the wall in the background of the view. There will be no perceptible deterioration in the view and therefore the magnitude of change will be negligible. The negligible magnitude of change assessed against the high sensitivity of the receptor will result in a negligible effect.</p>
004.4.012: View south-west from the junction of Oval Road and Gloucester Avenue	<p>The foreground of the view will be largely unaffected by construction activity on the Euston Tunnel West Portal, apart from a period when there are works on underground utilities in Parkway. The works will be screened at street level by 115 Parkway which is located above the Euston Tunnel. The works on the tunnel portal will be mainly at track level in the railway corridor which emerges from a tunnel in cutting south of Parkway. There will be views of the cranes in the middle ground of the view. Therefore the magnitude of change to this viewpoint is considered to be low.</p> <p>The low magnitude of change assessed against the medium sensitivity of the receptor will result in a minor adverse effect.</p>
004.2.014: View south from the Agar Grove Estate	<p>The construction of electrical substations close to the car park off Wrotham Road on the estate will be clearly visible in the foreground of the view. Loss of vegetation from the southern boundary of the estate and the loss of vegetation from the NLL corridor will open up views of construction in the NLL railway corridor. The Camley Street worksite and construction activity in the railway corridor and in the garden centre to the south will be visible in the middle ground of the view from the upper floor windows of flats over intervening trees and buildings. The Camley Street worksite is currently in industrial use and there is regular maintenance work within the railway corridor; hence though the works are of a major scale, they will be seen in the context of the existing industrial and railway uses. Therefore the magnitude of change to this viewpoint is considered to be low.</p> <p>The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect.</p>
004.2.015: View looking north from Barker Drive	<p>Construction activity in the railway corridor and in the garden centre to the north will be visible in the middle ground of the view from the upper floor windows over the planting in Elm Village open space. The foreground view will remain largely unchanged, apart from the appearance of cranes above the intervening vegetation Therefore the magnitude of change to this viewpoint is considered to be low.</p> <p>The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect.</p>
004.2.037: View south from the Maiden Lane Estate	<p>The loss of embankment vegetation from the NLL SBI in the foreground of the view will open up views from upper floors of construction activity in the railway corridor in the foreground of the view and of the King's Cross Opportunity area in the background of the view. Views from ground floor windows will be screened or filtered by vegetation in the gardens on the estate. There is regular maintenance work within the railway corridor; hence through the works are of a major scale, they will be seen in the context of the existing railway corridor. Therefore the magnitude of change to this viewpoint is considered to be low.</p> <p>The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect.</p>

Viewpoint	Description of effect
004.2.038: View north-west from the King's Cross Opportunity Area	<p>Construction activity on the HS1 Link will be visible in the middle ground of the view and the loss of embankment vegetation from the NLL SBI will open up views of construction activity on the Camley Street worksite, in the railway corridor and in the garden centre in the background of the view from the upper floor windows of flats over intervening trees and buildings. The foreground view will remain largely unchanged. The Camley Street worksite is currently in industrial use and there is regular maintenance work within the railway corridor; hence though the works are of a major scale, they will be seen in the context of the existing industrial and railway uses . Therefore the magnitude of change to this viewpoint is considered to be low.</p> <p>The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect.</p>
006.4.006: View south from Chalk Farm Road/Ferdinand Street junction	<p>Construction activity on the bridge will be visible from the street. The works to install new overhead line equipment are of a similar scale to the regular maintenance works that take place on the railway and they will be seen in the context of the existing railway corridor. Therefore the magnitude of change to this viewpoint is considered to be low.</p> <p>The low magnitude of change assessed against the low sensitivity of the receptor will result in a minor adverse effect.</p>
006.2.009: View south from the Hawley Wharf Development (future baseline)	<p>Construction activity will be clearly visible in the foreground of the view from dwellings in the Hawley Wharf Development. The works to widen the viaduct and install new overhead line equipment and external walkways are of a similar scale to the regular maintenance works that take place on the railway and they will be seen in the context of the existing railway corridor. Therefore the magnitude of change to this viewpoint is considered to be low.</p> <p>The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect.</p>
006.2.010: View south from Hawley Road	<p>Construction activity will be visible in the background of the view in the gap between Hawley Primary School, the buildings to be retained along Hawley Road (after the construction of the Hawley Warf Development and Building X (Hawley Wharf Development). The works to widen the viaduct and install new overhead line equipment and external walkways are of a similar scale to the regular maintenance works that take place on the railway. Construction plant and activity will be viewed in the context of the existing railway viaduct. Therefore the magnitude of change to this viewpoint is considered to be low.</p> <p>The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect.</p>

2 Permanent effects arising during operation

2.1 Landscape assessment

- 2.1.1
- Table 6 summarises the assessment for all the LCA identified within the study area, which are considered to experience not significant effects (minor or negligible) during the operation of the Proposed Scheme. These are ordered from south to north along the route of the Proposed Scheme. The year 15 and year 60 assessments take into account the further integration of the Proposed Scheme into the landscape following greater maturity of the proposed planting. The assessment of significant effects is presented in Volume 2, CFA Report 2, Section 9.

Table 6: Schedule of not significant landscape effects during operation

Landscape character area	Description of effect - operation year 1 (2026)	Description of effect - operation year 15 (2041)	Description of effect - operation year 60 (2086)
King’s Cross Opportunity Area and Post-War Industrial and Commercial LCA	<p>The new railway lines will be inconspicuous in the LCA and there will be no change to the setting of the LCA.</p> <p>No further assessment required.</p>	<p>The new railway lines will be inconspicuous in the LCA and there will be no change to the setting of the LCA.</p> <p>No further assessment required.</p>	<p>The new railway lines will be inconspicuous in the LCA and there will be no change to the setting of the LCA.</p> <p>No further assessment required.</p>
Camden Post-War Residential LCA	<p>More trains will pass through the LCA. The trains will be taller than and the overhead line equipment higher, but in the context of an existing railway corridor, they will not be new elements in the LCA. There will be a small change to part of the setting of the LCA and the magnitude of change will be low. The low magnitude of change assessed against the medium sensitivity of the character area will result in a minor adverse effect.</p>	<p>No planting has been proposed in this LCA and hence effects will remain unchanged in year 15.</p> <p>The low magnitude of change assessed against the medium sensitivity of the character area will result in a minor adverse effect.</p>	<p>No planting has been proposed in this LCA and hence effects will remain unchanged in year 60.</p> <p>The low magnitude of change assessed against the medium sensitivity of the character area will result in a minor adverse effect.</p>
The Regent’s Canal LCA	<p>The canal corridor is lower than the surrounding LCA and the new railway line will be almost entirely obscured from the LCA and there will be no change to the setting of the LCA. No further assessment required.</p>	<p>No further assessment required.</p>	<p>. No further assessment required.</p>

Landscape character area	Description of effect - operation year 1 (2026)	Description of effect - operation year 15 (2041)	Description of effect - operation year 60 (2086)
Camden Road Station, the Viaduct and 19th Century Residential LCA	More trains will pass through the LCA. The trains will be taller than and the overhead line equipment higher, but in the context of an existing railway corridor, they will not be new elements in the LCA. The largely utilitarian bridges will be replaced with similarly functional looking bridges in better condition. The brick abutments at St Pancras Way, Baynes Street, Randolph Street and Camden Road Station will be widened and rebuilt. The ten columns supporting the Randolph Street Bridge will not be replaced. There will be a change to part of the setting of the LCA and the magnitude of change will be low. The low magnitude of change assessed against the medium sensitivity of the character area will result in a minor adverse effect.	No planting has been proposed in this LCA and hence effects will remain unchanged in year 15. The low magnitude of change assessed against the high sensitivity of the character area will result in a minor adverse effect.	No planting has been proposed in this LCA and hence effects will remain unchanged in year 60. The low magnitude of change assessed against the high sensitivity of the character area will result in a minor adverse effect.
Camden Town Settlement core LCA	The new railway lines will be inconspicuous in the LCA and there will be no change to the setting of the LCA. No further assessment required.	No further assessment required.	. No further assessment required.
Camden Town Commercial Area LCA	The new railway lines will be inconspicuous in the part of the LCA that falls within CFA2 and there will be no change to the setting of the LCA. No further assessment required.	No further assessment required.	No further assessment required.
Euston East Victorian Residential LCA	The new railway lines will be inconspicuous in the part of the LCA that falls within CFA2. The majority of the elements of the Proposed Scheme that effect this LCA will be present in CFA1 and are reported in Volume 5: Appendix LV-001-001. There will be a small change to part of the setting of the LCA and the magnitude of change will be low. The low magnitude of change assessed against the high sensitivity of the character area will result in a minor adverse effect.	No planting has been proposed in this LCA and hence effects will remain unchanged in year 15. The low magnitude of change assessed against the high sensitivity of the character area will result in a minor adverse effect.	No planting has been proposed in this LCA and hence effects will remain unchanged in year 60. The low magnitude of change assessed against the high sensitivity of the character area will result in a minor adverse effect.
Camden Markets LCA	The bridges at Camden High Street / Chalk Farm Road will be replaced with a wider steel bridge, causing the loss of the 19th century brick pilasters at each end of the bridge. The existing brick abutments will be widened with brick-faced concrete abutments. The north side of the Kentish Town Viaduct will be widened by up to 5m, with concrete arches supported by brick-faced piers in a design that is not in character with appearance of the existing viaduct. Along the route, the brick parapets of the viaduct will be cut down to 0.3m above rail level to allow the installation of the external maintenance walkway. There will be a change to part of the setting of the LCA and the magnitude of change will be low. The low magnitude of change assessed against the medium sensitivity of the character area will result in a minor adverse effect.	No planting has been proposed in this LCA and hence effects will remain unchanged in year 15. The low magnitude of change assessed against the high sensitivity of the character area will result in a minor adverse effect.	No planting has been proposed in this LCA and hence effects will remain unchanged in year 60. The low magnitude of change assessed against the high sensitivity of the character area will result in a minor adverse effect.
The Roundhouse and Chalk Farm Road LCA	There will be a minor alteration to characteristics of the character area arising from the taller trains and overhead line equipment and the presence of the tunnel portal building and tunnel approach ramp, although, the new or taller structures will be largely characteristic of their location in the railway corridor. There will be a small change to part of the setting of the LCA and the magnitude of change will be low. The low magnitude of change assessed against the medium sensitivity of the character area will result in a minor adverse effect.	No planting has been proposed in this LCA and hence effects will remain unchanged in year 15. The low magnitude of change assessed against the medium sensitivity of the character area will result in a minor adverse effect.	No planting has been proposed in this LCA and hence effects will remain unchanged in year 60. . The low magnitude of change assessed against the medium sensitivity of the character area will result in a minor adverse effect.

2.2 Visual assessment

- 2.2.1 Table 7 summarises the assessment for all the representative viewpoints identified within the study area, where visual receptors will experience not significant effects (minor or negligible) during operation of the Proposed Scheme. These are ordered from south to north along the route of the Proposed Scheme. The year 15 and year 60 assessments take into account how greater maturity of proposed planting may further screen views of the Proposed Scheme. The assessment of significant effects is presented in Volume 2 CFA Report 1, Section 9.
- 2.2.2 The view of the Proposed Scheme from viewpoints LVMF 2A.1, 2A.2 and 2B.1 (illustrated in the photomontages shown in Figure LV-01-014, Figure LV-01-015 and Figure LV-01-016 (Volume 2, CFA2 Map Book)) will not be affected by the presence of additional new components that exceed the threshold level defined in the LVMF¹⁶:

¹⁶Mayor of London (2012), *London View Management Framework Supplementary Planning Guidance*.

2.2.3 The view of the Proposed Scheme from viewpoint 004.2.018 (illustrated in the photomontage shown in Figure LV-01-006 (Volume 2, CFA2 Map Book)) will not be significantly affected as there will be no uncharacteristic new features in the view. The view of the Proposed Scheme from viewpoint 004.2.024 (illustrated in the photomontage shown in Figure LV-01-010 (Volume 2, CFA2 Map Book)) will not be significantly affected by the addition of the rebuilt bridge, new trains, overhead line equipment and external maintenance walkways will not be uncharacteristic new features in the view. The view of the Proposed Scheme from viewpoint 006.3.004 (illustrated in the photomontage shown in Figure LV-01-013 (Volume 2, CFA2 Map Book)) will not be significantly affected as the trains and overhead line equipment will be higher than existing but there will be no new features in the view.

Table 7: Schedule of not significant visual effects during operation

Viewpoint	Description of effect – operation year 1 (2026)		Description of effect – operation year 15 (2041)	Description of effect – operation year 60 (2086)
	Winter	Summer	summer	summer
LVMF 2A.: Parliament Hill : the summit – looking toward St Paul’s Cathedral	There will be no perceptible deterioration in the view. No further assessment required.	No further assessment required.	No further assessment required.	No further assessment required.
LVMF 2A.2: Parliament Hill: the summit – looking toward the Palace of Westminster	There will be no perceptible deterioration in the view. No further assessment required.	No further assessment required.	No further assessment required.	No further assessment required.
LVMF 2B.1: Parliament Hill: east of the summit – at the prominent oak tree	There will be no perceptible deterioration in the view. No further assessment required.	No further assessment required.	No further assessment required.	No further assessment required.
004.1.011: View south-west from the corner of Parkway and Delancey Street	The new tunnel portal will be screened at street level by 115 Parkway which is located above the Euston Tunnel. There will be no perceptible deterioration in the view. No further assessment required.	No further assessment required.	No further assessment required.	No further assessment required.
004.3.013: View west from Bingfield Park	The HS1 Link trains and track will be largely screened at street level by the 2m high boundary wall along Rufford Street. Negligible effect.	Trees growing in Bingfield Park will further screen part of the view in summer. There will be no perceptible deterioration in the view. Negligible effect.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. Negligible effect.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. Negligible effect.
004.4.012: View south-west from the junction of Oval Road and Gloucester Avenue	The new tunnel portal will be screened at street level by 115 Parkway which is located above the Euston Tunnel. There will be no perceptible deterioration in the view. No further assessment required,	No further assessment required.	No further assessment required.	No further assessment required.
004.2.014: View south from Agar Grove Estate	The trains, overhead line equipment and new tracks will be visible in distant views from upper floors of flats. The new power supply kiosk will be visible from dwellings in the western part of the estate. The trains, overhead line equipment and new tracks will replace existing railway infrastructure and though on a larger scale, will not be incongruous new elements in the view. The power supply kiosks will be new features in the view. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	Intervening vegetation will further screen the view in summer. The power supply kiosk will remain visible from dwellings in the western part of the estate. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects.
004.2.015: View north from Barker Drive	The trains, overhead line equipment and new tracks will be visible from upper floor windows will be filtered by the planting in Elm Village open space. The new structures will replace existing railway infrastructure and though on a larger scale, will not be incongruous new elements into the view. Negligible effect.	Intervening vegetation will further screen the view in summer. There will be no perceptible deterioration in the view. Negligible effect.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. Negligible effect.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. Negligible effect.
004.4.016: View north from St Pancras Way	The new bridges and restored viaduct will potentially enhance the view from the street; structures in a poor state of repair will be replaced by well-designed bridges and new abutments. The trains and overhead line equipment will be higher than those existing and external maintenance walkways will be introduced on the outside of the viaduct but there will be no uncharacteristic new features in the view. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	There is little intervening vegetation in the view and hence the summer view will be similar to the winter view. The low magnitude of change, assessed alongside the medium sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.

Viewpoint	Description of effect – operation year 1 (2026)		Description of effect – operation year 15 (2041)	Description of effect – operation year 60 (2086)
	Winter	Summer	summer	summer
004.2.017: View north from St Pancras Way, Baynes Street, Randolph Street and Royal College Street	The new bridges and restored viaduct will potentially enhance the view from the street; structures in a poor state of repair will be replaced by well-designed bridges and new abutments. The trains and overhead line equipment will be higher than those existing and external maintenance walkways will be introduced on the outside of the viaduct but there will be no uncharacteristic new features in the view. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	There is little intervening vegetation in the view and hence the summer view will be similar to the winter view. The low magnitude of change, assessed alongside the medium sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.
004.2.018: View south-west from St Pancras Way, view illustrated in photomontage Figure LV-01-006 (Volume 2, CFA2 Map Book).	The new bridges and restored viaduct will potentially enhance the view from the street; structures in a poor state of repair will be replaced by well-designed bridges and new abutments. The trains and overhead line equipment will be higher than those existing and external maintenance walkways will be introduced on the outside of the viaduct but there will be no uncharacteristic new features in the view. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	There is no intervening vegetation in the view and hence the summer view will be similar to the winter view. The low magnitude of change, assessed alongside the medium sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.
004.4.019: View north-east from Baynes Street	The new bridges and restored viaduct will potentially enhance the view from the street; structures in a poor state of repair will be replaced by well-designed bridges and new abutments. The trains and overhead line equipment will be higher than those existing and external maintenance walkways will be introduced on the outside of the viaduct but there will be no uncharacteristic new features in the view. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	There is little intervening vegetation in the view and hence the summer view will be similar to the winter view. The low magnitude of change, assessed alongside the medium sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.
004.2.021: View south-west from Rousden Street	The new trains, overhead line equipment and external maintenance walkways will not be uncharacteristic new features in the view but they will be higher than those existing and NNL trains will be more prominent in the view because they will be closer to receptors than they are currently. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	There is little intervening vegetation in the view and hence the summer view will remain the same as the winter view. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.
004.1.022: View east from Rousden Street	The new trains, overhead line equipment and external maintenance walkways will not be uncharacteristic new features in the view but they will be higher than those existing and NNL trains will be more prominent in the view because they will be closer to receptors than they are currently. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	There is little intervening vegetation in the view and hence the summer view will remain the same as the winter view. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.

Viewpoint	Description of effect – operation year 1 (2026)		Description of effect – operation year 15 (2041)	Description of effect – operation year 60 (2086)
	Winter	Summer	summer	summer
004.2.024: View north-west from the Royal College Street/Camden Road junction, view illustrated in photomontage Figure LV-01-010 (Volume 2, CFA2 Map Book).	The 19th century column supporting the bridge will be replaced with a modern column and the bridge parapet design will allow the reinstatement of the existing landmark lettering scheme. There will be a loss of part of the stone bridge pilasters on either side of the bridge as it passes Camden Road Station. The new trains, overhead line equipment and external maintenance walkways will not be uncharacteristic new features in the view but they will be higher than those existing. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	There is little intervening vegetation in the view and hence the summer view will remain the same as the winter view. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects	No planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.
004.4.025: View north from Camden Road	The 19th century column supporting the bridge will be replaced with a modern column and the bridge parapet design will allow the reinstatement of the existing landmark lettering scheme. There will be a loss of part of the stone bridge pilasters on either side of the bridge as it passes Camden Road Station. The new trains, overhead line equipment and external maintenance walkways will not be uncharacteristic new features in the view but they will be higher than those existing. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	There is little intervening vegetation in the view and hence the summer view will remain the same as the winter view. The low magnitude of change, assessed alongside the medium sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.
004.4.026: View south from Camden Road	The 19th century column supporting the bridge will be replaced with a modern column and the bridge parapet design will allow the reinstatement of the existing landmark lettering scheme. There will be a loss of part of the stone bridge pilasters on either side of the bridge as it passes Camden Road Station. The new NLL trains, overhead line equipment and external maintenance walkways will not be uncharacteristic new features in the view. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	There is little intervening vegetation in the view and hence the summer view will remain the same as the winter view. The low magnitude of change, assessed alongside the medium sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.
004.4.027: View south-east from Royal College Street	The 19th century column supporting the bridge will be replaced with a modern column and the bridge parapet design will allow the reinstatement of the existing landmark lettering scheme. There will be a loss of part of the stone bridge pilasters on either side of the bridge as it passes Camden Road Station. The new NLL trains, overhead line equipment and external maintenance walkways will not be uncharacteristic new features in the view. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	There is little intervening vegetation in the view and hence the summer view will remain the same as the winter view. The low magnitude of change, assessed alongside the medium sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.
004.2.028: View south from Ivor Street and Royal College Street	There will be views of the new platforms, platform shelter and NLL trains from the houses in Ivor Street and Royal College Street. These will be new but not uncharacteristic features in the view. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	There is little intervening vegetation in the view and hence the summer view will remain the same as the winter view. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.

Viewpoint	Description of effect – operation year 1 (2026)		Description of effect – operation year 15 (2041)	Description of effect – operation year 60 (2086)
	Winter	Summer	summer	summer
004.1.029: View north-west from Prowse Place	The new maintenance walkways, trains and overhead line equipment will be visible from the street and the dwellings in Bonny Street. The trains and overhead line equipment will be higher than the existing lines but there will be no new features in the view. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	There is no intervening vegetation in the view and hence the summer view will remain the same as the winter view. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 60.The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.
004.1.030: View south-east from Prowse Place through the railway arch	The worksites will be restored to their former condition; the new external maintenance walkways will be visible from the street and the dwellings in Ivor Street. The NLL trains and overhead line equipment will be new but characteristic features in the view. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	There is no intervening vegetation in the view and hence the summer view will remain the same as the winter view. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.
004.4.031: View north-west from Camden Street	The new external overhead walkway will be visible on the outside of the bridge from the street. The trains and overhead line equipment will be higher than those existing but there will be no new uncharacteristic features in the view. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	The vegetation in Camden Gardens will screen most of the changes to the viaduct but the trains and overhead line equipment on the bridge will still be visible on the bridge. The low magnitude of change, assessed alongside the medium sensitivity of the receptor will result in minor adverse effects.	Limited planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	Limited planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.
004.2.032: View north from dwellings at Camden Gardens	The external walkways on the viaduct will be visible, through the trees in the southern half of Camden Gardens. They will be new but not uncharacteristic features in the view. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	The external walkways will be almost fully screened in the summer apart from at the entrance to the gardens where there is no intervening vegetation. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	Limited planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	Limited planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.
004.4.033: View north-west from Kentish Town Road	The new external overhead walkway will be visible on the outside of the bridge from the street. The trains and overhead line equipment will be higher than those existing but there will be no new uncharacteristic features in the view. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	There is little screening vegetation in the view and hence the summer view will remain the same as the winter view. No planting has been proposed for this location and hence the summer view will remain the same. The low magnitude of change, assessed alongside the medium sensitivity of the receptor will result in minor adverse effects.	Limited planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	Limited planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.
004.4.035: View west from Water Lane	The new external overhead walkway will be visible on the outside of the bridge from the street. The trains and overhead line equipment will be higher than those existing but there will be no new uncharacteristic features in the view. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	There is no intervening vegetation in the view and hence the summer view will remain the same as the winter view. The low magnitude of change, assessed alongside the medium sensitivity of the receptor will result in minor adverse effects	No planting has been proposed for this location and hence the summer view will remain the same. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for this location and hence the summer view will remain the same. The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.
004.03.036: View north west from Hawley Wharf on Regent’s Canal	The viaduct and the new trains, overhead line equipment and maintenance walkways will be visible over the market at Camden Lock Village from the towpath of the Regent’s Canal. The changes to the viaduct will not introduce new or uncharacteristic features into the view. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	There is no intervening vegetation in the view and hence the summer view will remain the same as the winter view. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.

Viewpoint	Description of effect – operation year 1 (2026)		Description of effect – operation year 15 (2041)	Description of effect – operation year 60 (2086)
	Winter	Summer	summer	summer
004.2.037: View south from the Maiden Lane Estate	The NLL will be visible in close views, filtered through back garden vegetation and the HS2 trains, overhead line equipment and tracks will be visible in distant views from upper floors of flats. The new structures will replace existing railway infrastructure and will not be incongruous new elements into the view. Negligible effect.	The replacement planting in the NLL SNCI will not have any screening effect during the first year of operation and hence the summer view will remain the same. Negligible effect.	The replacement planting in the NLL SNCI will start to filter views of the NLL, mainline and HS2 trains. Negligible effect.	The replacement planting in the NLL SNCI will screen or filter views of the NLL, mainline and HS2 trains. Negligible effect.
004.2.038: View north-west from the King's Cross Opportunity Area	New trains, overhead line equipment and tracks will be visible in distant views from upper floors of flats. The new structures will replace existing railway infrastructure and will not be incongruous new elements into the view. Negligible effect.	The replacement planting in the NLL SNCI will not have any screening effect during the first year of operation and hence the summer view will remain the same. Negligible effect.	The replacement planting in the NLL SNCI will start to filter views of the NLL trains. Negligible effect.	The replacement planting in the NLL SNCI will screen or filter views of the NLL trains. Negligible effect.
004.2.039: View north from the Hawley Wharf Development (future baseline)	The new external overhead walkway will be visible on the outside of the viaduct. The trains and overhead line equipment will be higher than those existing but there will be no new uncharacteristic features in the view. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	There is no intervening planting in the view and hence the summer view will remain the same as the winter view. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence the summer view will remain the same. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence the summer view will remain the same. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects.
004.2.040: View west and south-west from Kentish Town Road (future baseline)	The widened viaduct, new overhead line equipment and maintenance walkways will be visible in oblique views filtered through back garden vegetation from the houses in Kentish Town Road. The railway viaduct will be widened with concrete arches and brick piers; the design is not in character with the existing 19th century character of the viaduct. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	There is little screening vegetation in the view and hence the summer view will remain the same as the winter view. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects.
005.2.003: View south from Regents Park Road	The tunnel portal building and associated structures will be visible from the flats at 202 – 208 Regents’ Park Road looking down onto the site. The tunnel portal building will be lower than the bridge and the new structures associated with the portal and tunnel will be largely characteristic of the type of structure to be found in a rail corridor. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effect.	There is little screening vegetation in the view and hence the summer view will remain the same as the winter view. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effect.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effect.
006.6.001: View south from Hawley Primary School	The widened viaduct, new overhead line equipment and maintenance walkways will be visible in oblique views filtered through back garden vegetation from the houses in Kentish Town Road. The railway viaduct will be widened with concrete arches and brick piers; the design is not in character with the existing 19th century character of the viaduct. The low magnitude of change, assessed alongside the low sensitivity of the receptor will result in minor adverse effects.	There is little screening vegetation in the view and hence the summer view will remain the same as the winter view. The low magnitude of change, assessed alongside the low sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in minor adverse effect.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in minor adverse effect.
006.3.004: View west from Camden High Street, view illustrated in photomontage Figure LV-01-013 (Volume 2, CFA2 Map Book).	The new bridge is wider than the existing bridge and will require the demolition of the 19th century abutments on both sides of the road. The bridge parapet design will allow the reinstatement of the existing landmark decorative scheme. The new trains and overhead line equipment will be higher than existing but will not introduce new features into the view. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effect.	There is no screening vegetation in the view and hence the summer view will remain the same as the winter view. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effect.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effect.

Viewpoint	Description of effect – operation year 1 (2026)		Description of effect – operation year 15 (2041)	Description of effect – operation year 60 (2086)
	Winter	Summer	summer	summer
006.3.005: View south-east from Chalk Farm Road/Hawley Street junction	The new bridge is wider than the existing bridge and will require the demolition of the 19th century abutments on both sides of the road. The bridge parapet design will allow the reinstatement of the existing landmark decorative scheme. The new trains and overhead line equipment will be higher than existing but will not introduce new features into the view. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effect.	There is little screening vegetation in the view and hence the summer view will remain the same as the winter view. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effect.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effect.
006.4.006: View south from Chalk Farm Road/Ferdinand Street junction	There will be no perceptible deterioration in the view. No further assessment required.	No further assessment required.	No further assessment required.	No further assessment required.
006.2.007: View north-west from Juniper Crescent	The tunnel portal building and associated structures will be clearly visible from the flats in Juniper Crescent. The tunnel portal building will be lower than the bridge and the new structures associated with the portal and tunnel will be largely characteristic of the type of structure to be found in a rail corridor. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effect.	There is little screening vegetation in the view and hence the summer view will remain the same as the winter view. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effect.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effect.
006.2.008: View south and east from Hawley Road and the Hawley Wharf Development (future baseline)	New overhead line equipment and maintenance walkways will be visible from dwellings in Hawley Road and the Hawley Wharf Development but these will not be new features in the view. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	There is no screening vegetation in the view and hence the summer view will remain the same as the winter view. The low magnitude of change assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change assessed alongside the high sensitivity of the receptor will result in minor adverse effects.
006.2.009: View south from the Hawley Wharf Development (future baseline)	New overhead line equipment and maintenance walkways will be visible from dwellings in the Hawley Wharf Development. The trains and overhead line equipment will be higher than existing but there will be no new features in the view. The low magnitude of change, assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	There is no screening vegetation in the view and hence the summer view will remain the same as the winter view. The low magnitude of change assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. The low magnitude of change assessed alongside the high sensitivity of the receptor will result in minor adverse effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. The low magnitude of change assessed alongside the high sensitivity of the receptor will result in minor adverse effects.
006.2.010: View south from Hawley Road	The wider viaduct, new overhead line equipment and maintenance walkways will be visible from dwellings on Hawley Road in narrow views between buildings in the Hawley Wharf Development. The trains and overhead line equipment will be higher than existing but there will be no new features in the view. Negligible effects.	There is no screening vegetation in the view and hence the summer view will remain the same as the winter view. Negligible effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 15. Negligible effects.	No planting has been proposed for this location and hence effects will remain unchanged in year 60. Negligible effects.

Part 5 References

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